

NATIONAL ACCIDENT SAMPLING SYSTEM (NASS)

Analytical User's Manual

1981 File



U.S. Department of Transportation
National Highway Traffic Safety Administration
National Center for Statistics and Analysis
Washington, D.C. 20590

TABLE OF CONTENTS

SECTION		PAGE
1	INTRODUCTION	1
2	THE SAMPLING SYSTEM AND SAMPLE DESIGN	5
3	DERIVED VARIABLES AND OTHER DATA ELEMENTS NOT PRESENT ON DATA COLLECTION FORMS	11
4	SEQUENTIAL ANALYTICAL FILE RECORD LAYOUTS	21
5	SAS FILE	29
APPENDIX		
A	DATA COLLECTION FORMS	41
B	CODING INFORMATION FOR PSU'S	79
C	CODING INFORMATION FOR VEHICLE MAKE/MODEL	83
D	FILE ADJUSTMENTS	109
E	SUBJECT INDEX	111
F	CDC/TDC	123
G	COUNTS	131

SECTION 1

INTRODUCTION

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INTRODUCTION

The National Accident Sampling System (NASS) is a continuous nationwide accident data collection program sponsored by the U.S. Department of Transportation. It is operated by the National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration (NHTSA).

NASS was developed to provide an automated, comprehensive national traffic accident data base. Data collection began in 1979 in 10 geographic sites, also called Primary Sampling Units (PSU's). The 1981 NASS file contains data from 30 sites. These data are weighted to represent all police-reported motor vehicle accidents occurring in the USA during the year of operation.

Some data element definitions have been revised over the years to meet changing analytical requirements. Care should be exercised if these files are used in conjunction with NASS files from other years.

The 1981 NASS file is available in two automated formats: either as a sequential data set, or as a Statistical Analysis System (SAS) data set. Hardcopy data collections records, sanitized to protect privacy, are also available for review. These records contain photographs and other noncomputerized data.

This Manual and the NASS Data Collection, Coding and Editing Manual - 1981 Continuous Sampling System are the primary documentation supporting the automated files. In addition, the user may find the following documents useful:

Injury Coding Manual 1980 (DOT-HS-805-298)

CRASH 3 User's Guide and Technical Manual (DOT-HS-805-732)

National Accident Sampling System Sample Design, Phases 2 and 3 (DOT-HS-805-273-274-275)

Collision Deformation Classification (SAE recommended practice J224b MAR 80)

Truck Deformation Classification (SAE recommended practice J1301)

The first three documents are available through the National Technical Information Service (NTIS), Springfield, Virginia 22161; the latter two are available from the Society of Automotive Engineers (SAE), Warrendale, Pennsylvania 15096.

Comments on the content and utility of the files and primary documentation are appreciated. Please address them to the National Center for Statistics and Analysis - NRD30, National Highway Traffic Safety Administration, U.S. Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590.

SECTION 2

THE SAMPLING SYSTEM AND SAMPLE DESIGN

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THE SAMPLING SYSTEM AND SAMPLE DESIGN

The accidents investigated in NASS are a probability sample of all police-reported accidents in the U.S. A NASS accident must fulfill the following requirements: must be police-reported, must involve a harmful event (property damage and/or personal injury) resulting from an accident, and must involve a motor vehicle in transport on a trafficway. Every accident which meets these conditions has a chance of being selected. This type of sample design makes it possible to compute estimates which are representative of the entire country.

The selection of sample accidents in NASS is accomplished in three stages: selection of PSU's, selection of police jurisdictions, and selection of accidents.

Phase 1 - Select PSU's

For the first stage of selection, the country is divided into 1279 geographic areas called Primary Sampling Units (PSU's). Each PSU consists of a large city, a county or group of contiguous counties, a central city, the balance of a county which is not part of a central city, or a group of cities. The PSU's were defined so that the minimum population was approximately 50,000.

The 1279 PSU's were grouped into 75 strata based on geographic region, percent of urban population, per capita service station sales, and per capita road miles. The strata were formed to be about equal in population; however, five PSU's had total population approaching or exceeding that of some strata. These were identified as self-representing and included in the sample with certainty. From each of the remaining 70 strata, containing at least two PSU's, one PSU was selected randomly with probability proportional to its 1977 population. These 75 sample PSU's are the first stage in the selection of NASS sample accidents. The inverse of the probability of selecting the PSU is the first stage expansion factor for all accidents in that PSU.

NASS was designed to be implemented in stages; that is, three probability subsamples were defined which would provide valid estimates during a period of staged implementation. Thus, not all 75 PSU's became operational at once. The stages provided for growth from an original 10 PSU's, to 30 PSU's, to 50 PSU's, and finally to 75 PSU's.

Stage 2 - Select Police Jurisdictions

If every accident in each PSU were investigated, a national estimate could be obtained by weighting each accident by the inverse of the probability of selecting the PSU. Because it is uneconomical and impractical to investigate every accident in each sample PSU, a second stage of sampling is performed. Each PSU contains a number of police jurisdictions which process reports for accidents that occur within the PSU boundaries. This list of police jurisdictions within a PSU constitutes the frame of the second stage of selection. A measure of size based on the number and severity of accidents is assigned to each jurisdiction. The jurisdictions are ordered by size and a sample is selected which oversamples those agencies having large numbers of fatal and severe injury accidents.

Stage 3 - Select Accidents

The final stage of sampling is the selection of accidents from all accidents recorded in the sample jurisdictions. A simple random sample of all accidents is impractical because it would result in a large percentage of sample accidents with minor property damage and little or no injury. These types of accidents constitute the largest fraction of the accident population. A sample with such a large percentage of low property damage and minor injury accident outcomes would not be effective in providing detailed and accurate information on the mitigation of serious accident consequences. For this reason, a substantial sample of serious injury accidents is required for NASS.

The procedure used to capture the desired sample sizes by accident type and severity is a form of unequal probability selection. Each listed accident is categorized by the most severe injury sustained (fatal, incapacitating, nonincapacitating, no injury), vehicle type (pedestrian, motorcycle, truck,

etc.), and tow status. A probability of selection is assigned to each category so that high severity and rare vehicle type accidents (pedestrian, motorcycle, truck) are oversampled.

Probabilities of selection vary by type of accident category within the PSU. Other factors also affect the selection probabilities at this stage. For example, some PSU's only list even-numbered cases or some jurisdictions within a PSU are visited on a rotating schedule.

PSU and National Inflation Factors

The sample accidents from a PSU have a unique selection probability associated with them as a result of selecting a particular jurisdiction and accident. The inverse of this probability is called the PSU Inflation Factor. If sample accidents in a given PSU are multiplied by this factor, an unbiased estimate of the number of NASS accidents in the PSU is obtained.

The inverse of the probability of selecting a PSU (Stage 1 of the sampling procedure) multiplied by the PSU Inflation Factor provides the National Inflation Factor. Using the National Inflation Factor, an unbiased estimate of the national frequency of the specific type of accident is obtained.

SECTION 3

DERIVED VARIABLES AND OTHER DATA ELEMENTS NOT
PRESENT ON DATA COLLECTION FORMS

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DERIVED VARIABLES AND OTHER DATA ELEMENTS NOT
PRESENT ON DATA COLLECTION FORMS

Most of the data presented in a NASS record layout is easily identified as derived from accident investigation and other activities of NASS field teams. Approximately two dozen data elements, however, are by-products of sampling procedures used by NASS or are derived from simple data processing applications, such as totaling the number of fatalities reported in a given case. The following list identifies the specific data elements and their location in the Sequential File Record Layout, and explains their derivation.

<u>VARIABLE NAME AND LOCATION</u>	<u>DESCRIPTION</u>
DAY OF WEEK (A17-18)	To protect the confidentiality of records concerning specific accidents used by NASS, the accident date is not provided. Instead, the accident record indicates year, month, and DAY OF WEEK of accident occurrence. DAY OF WEEK values are coded as follows: 01 Sunday 05 Thursday 02 Monday 06 Friday 03 Tuesday 07 Saturday 04 Wednesday 08 Unknown
PSU INFLATION FACTOR (A76-83)	This eight character numeric value has two implied decimal places. Its purpose and derivation are described in Section 2 of this Manual.

VARIABLE NAME AND LOCATION

DESCRIPTION

NATIONAL INFLATION FACTOR
(A84-91)

This eight character numeric value has two implied decimal places. Its purpose and derivation are described in Section 2 of this Manual.

VEHICLE SHORT FORM
(A100)

When no vehicle in an accident has suffered sufficient damage to require towing from the accident scene, investigators use an abbreviated version of the data collection form for the Vehicle level records. This one character numeric value indicates the use or nonuse of this "Vehicle Short Form" as follows:

- 1 NO [full-length form used]
- 2 YES [Vehicle Short Form used]

If Short Form use is indicated, all Vehicle records in this Accident will be abbreviated.

PEDESTRIAN/NONMOTORISTS'
ACCIDENT OUTCOME
(A101)

This single character alphabetic value indicates the most severe injury sustained by any pedestrian or other nonmotorist involved in the accident, using the following code:

- F Fatal
- H Hospitalization Required
- T Victim Transported and Released
- O Other
- N No Treatment Required
- U Unknown

This variable is derived by scanning the Treatment - Mortality variable in each pedestrian/nonmotorist record in the accident case.*

OCCUPANTS' ACCIDENT OUTCOME
(A102)

This single character alphabetic value indicates the most severe injury sustained by any vehicle occupant (including drivers) involved in the accident. Coding and derivation from occupant records is the same as for PEDESTRIAN/NON-MOTORIST ACCIDENT OUTCOME.

*No entry if no pedestrians are involved.

VARIABLE NAME AND LOCATION	DESCRIPTION
NUMBER OF ACCIDENT FATALITIES (A103-104)	This two character numeric value indicates the total number of fatally injured individuals involved in the accident. It is derived by totaling the number of <u>Treatment - Mortality</u> values coded "1" (Fatal) among both occupant and pedestrian/nonmotorist records.
NUMBER OF SERIOUSLY INJURED PERSONS (A105-106)	This two character numeric value indicates the total number of fatally and seriously injured individuals involved in the accident. It is derived by totaling the number of pedestrian/nonmotorist and occupant records in which the recorded AIS value is coded "3" or more, and the number of records in which the <u>Treatment - Mortality</u> value is coded "1" (Fatal). Unknown AIS values are ignored in deriving this variable.
NUMBER OF INJURED PERSONS (A107-108)	This two character numeric value indicates the total number of individuals sustaining any injury in the accident. It is derived by totaling the number of records indicating value of "1" (Fatal) for <u>Treatment - Mortality</u> or an AIS value of "1" or more.
NUMBER OF PEDESTRIANS (A109-110)	This two character numeric value indicates the total number of pedestrians involved in the accident. It is derived by totaling the number of pedestrian/nonmotorist records indicating a value of "1" (Pedestrian) for <u>Type</u> .
NUMBER OF PEDALCYCLISTS (A111-112)	This two character numeric value indicates the total number of bicyclists and other nonmotorized cyclists involved in the accident. It is derived by totaling the number of pedestrian/nonmotorist records indicating a value of "2" or "3" for <u>Type</u> .

<u>VARIABLE NAME AND LOCATION</u>	<u>DESCRIPTION</u>
NUMBER OF PASSENGER CARS (A113-114)	This two character numeric value indicates the number of passenger cars (including on/off road vehicles such as jeeps) involved in the accident. It is derived by totaling the number of vehicle records indicating values of "1-6" or "8-9" for <u>Body Type</u> .
NUMBER OF TOWED PASSENGER CARS (A115-116)	This two character numeric value indicates the total number of passenger cars which were involved in the accident and could not be driven from the accident scene. It is derived by totaling the number of vehicle records indicating values of "1-6" or "8-9" for <u>Body Type</u> and indicating values of "2" or higher for <u>Manner of Leaving Scene</u> .
NUMBER OF MOTORCYCLES AND MOPEDS (A117-118)	This two character numeric value indicates the total number of motorcycles, motor scooters, mopeds, and other motorized cycles and scooters involved in the accident. It is derived by totaling the number of vehicle records indicating values of "41-48" for <u>Body Type</u> .
NUMBER OF LTV's (A119-120)	This two character numeric value indicates the total number of LTV's (light trucks, pickups, etc.) involved in the accident. It is derived by totaling the number of vehicle records indicating values of "50-52" for <u>Body Type</u> .
NUMBER OF TOWED LTV's (A121-122)	This two character numeric value indicates the total number of LTV's that were not reported as being driven from the accident scene (including abandoned as well as towed). It is derived in the same manner as NUMBER OF TOWED PASSENGER CARS, using vehicle records indicating values of "50-52" for <u>Body Type</u> .

VARIABLE NAME AND LOCATION	DESCRIPTION
NUMBER OF STRAIGHT TRUCKS (A123-124)	This two character numeric value indicates the total number of straight trucks over 10,000 lbs. GVWR involved in the accident. It is derived by totaling the number of vehicle records indicating values of "55" for <u>Body Type</u> .
NUMBER OF TRUCK TRACTORS (A125-126)	This two character numeric value indicates the total number of truck-tractors involved in the accident. It is derived by totaling the number of vehicle records indicating values of "56" or "57" for <u>Body Type</u> .
TOTAL NUMBER OF TRUCKS INVOLVED (A127-128)	This two character numeric value indicates the total number of trucks--including LTV's and straight trucks, truck-tractors, and truck chassis without bodies--involved in the accident. It is derived by totaling the number of vehicle records indicating values of "50-60" for <u>Body Type</u> .
NUMBER OF ALCOHOL-INVOLVED DRIVERS (A129-130)	This two character numeric value indicates the total number of drivers who were reported to have had some alcohol involvement at the time of the accident. It is derived by totaling the number of driver records in which the Police Accident Report indicated alcohol involvement <u>and/or Alcohol Test Results were reported at 1% or higher blood alcohol levels.</u>
NUMBER OF ALCOHOL-INVOLVED PEDESTRIAN/NONMOTORISTS (A131-132)	This two character numeric value indicates the total number of pedestrians and nonmotorists who were reported to have had some alcohol involvement at the time of the accident. It is derived identically to NUMBER OF ALCOHOL-INVOLVED DRIVERS, using the analogous variables in the pedestrian/nonmotorist level records.

VARIABLE NAME AND LOCATION

DESCRIPTION

NUMBER OF PEDESTRIAN/NONMTRS.
CITED FOR TRAFFIC VIOLATION
(A133-134)

This two character numeric value indicates the total number of pedestrians and nonmotorists charged with traffic violations associated with the accident. It is derived by totaling the number of pedestrian/nonmotorist level records in which a value of "1" appears in Traffic Violation.

NUMBER OF DRIVERS CITED FOR
TRAFFIC VIOLATION
(A135-136)

This two character numeric value indicates the total number of drivers charged with traffic violations associated with the accident. It is derived by totaling the number of driver records in which a value of "1" appears at least once in the PAR field.

PEDESTRIAN I.S.S.
(P93-94)

This two character numeric value provides an index score indicating the relative severity of overall injury to the individual pedestrian. It is derived by adding the squares of the three highest AIS Severity entries for the individual pedestrian level record. For example:

 Pedestrian A suffered severe injury (AIS=3) to the legs (Body Region 5), moderate injury (AIS=2) to the pelvic area (Body Region 4), and moderate to minor injuries elsewhere (AIS=2). The individual's I.S.S. equals the sum of the squares of his three highest AIS Severity scores ($3^2+2^2+2^2$) or 17.

NUMBER OF FATALITIES IN THIS
VEHICLE
(V145-146)

This two character numeric value indicates the total number of fatally and other seriously injured occupants of the vehicle. It is derived by totaling the number of occupants records for the vehicle in which a value of "1" (fatal) is coded for Treatment - Mortality.

VARIABLE NAME AND LOCATION

DESCRIPTION

NUMBER SERIOUSLY INJURED IN
THIS VEHICLE
(V147-148)

This two character numeric value indicates the total number of fatally and other seriously injured occupants of the vehicle. It is derived by totaling the number of occupants records for the vehicle in which a value of "1" (fatal) is coded for Treatment - Mortality or a value of 3-6 is coded for any A.I.S. Severity entry.

NUMBER INJURED IN THIS VEHICLE
(V149-150)

This two character numeric value indicates the total number of vehicle occupants for whom any injury has been reported. It is derived by totaling the number of occupant records for the vehicle in which a value of "1" (fatal) is coded for Treatment - Mortality or a value of "1-7" is coded for any A.I.S. Severity entry.

OCCUPANT I.S.S.
(096-97)

This two character numeric value provides an index score indicating the relative severity of overall injury to the individual vehicle occupant. It is derived identically to PEDESTRIAN I.S.S., using data from the Occupant level record.

SECTION 4

SEQUENTIAL ANALYTICAL FILE RECORD LAYOUTS

PEDESTRIAN/NONMOTORIST RECORD

IDENTIFICATION												INTERVIEW												OCCUPANT INJURY CLASSIFICATION																																																																													
1	PSU NUMBER	2		3		4	CASE NUMBER	5		6		7	RECORD NUMBER	8		9	VERSION NUMBER	10		11		12	PEDESTRIAN OR NONMOTORIST NUMBER	13		14		15	PEDESTRIAN/NONMOTORIST TYPE	16	PEDESTRIAN/NONMOTORIST'S AGE	17		18	PEDESTRIAN/NONMOTORIST'S SEX	19	PEDESTRIAN/NONMOTORIST'S HEIGHT IN INCHES	20		21	PEDESTRIAN/NONMOTORIST'S WEIGHT IN LBS.	22		23		24	MONTHS CYCLING EXPERIENCE	25		26	PEDESTRIAN/NONMOTORIST'S LOCATION	27		28	TREATMENT - MORTALITY	29		30	LENGTH OF HOSPITAL STAY	31		32	WORKING DAYS LOST	33	RELATION OF INTERVIEWEE	34	BODY REGION	35	ASPECT	36	LESION	37	SYSTEM/ORGAN	38	AIS SEVERITY	39	INJURY	40	SOURCE	41	SOURCE OF DATA	42		43	BODY REGION	44	ASPECT	45	LESION	46	SYSTEM/ORGAN	47	AIS SEVERITY	48	INJURY	49	SOURCE	50	SOURCE OF DATA	51	

OCCUPANT INJURY CLASSIFICATION (CONTINUED)												PAR	OTHER																																																																																				
52	BODY REGION	53	ASPECT	54	LESION	55	SYSTEM/ORGAN	56	AIS SEVERITY	57	INJURY	58	SOURCE	59	SOURCE OF DATA	60		61	BODY REGION	62	ASPECT	63	LESION	64	SYSTEM/ORGAN	65	AIS SEVERITY	66	INJURY	67	SOURCE	68	SOURCE OF DATA	69		70	BODY REGION	71	ASPECT	72	LESION	73	SYSTEM/ORGAN	74	AIS SEVERITY	75	INJURY	76	SOURCE	77	SOURCE OF DATA	78		79	BODY REGION	80	ASPECT	81	LESION	82	SYSTEM/ORGAN	83	AIS SEVERITY	84	INJURY	85	SOURCE	86	SOURCE OF DATA	87		88	PAR INJURY SEVERITY	89	TRAFFIC VIOLATION	90	ALCOHOL INVOLVEMENT	91		92	ALCOHOL TEST RESULTS	93		94	ISS INJURY SCORE	95		96		97		98		99		100	

101		102		103		104		105		106		107		108		109		110		111		112		113		114		115		116		117		118		119		120		121		122		123		124		125		126		127		128		129		130		131		132		133		134		135		136		137		138		139		140		141		142		143		144		145		146		147		148		149		150	
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DRIVER RECORD

IDENTIFICATION										INTERVIEW										PAR					RECORDS																																																																		
1	PSU NUMBER	2		3		4	CASE NUMBER	5		6		7	RECORD NUMBER	8		9	VERSION NUMBER	10		11	VEHICLE NUMBER	12		13		14		15	NUMBER OF OCCUPANTS	16	THIS VEHICLE	17	DRIVER PRESENCE	18	MONTHS EXPERIENCE DRIVING	19	THIS VEHICLE CLASS	20	ESTIMATED MILEAGE DRIVEN	21	IN THIS VEHICLE	22		23	TYPE OF CARRIER/OPERATION	24	FEDERAL SAFETY REGULATED?	25	DRIVER'S CLASSIFICATION	26	FREQ THIS ROAD DRIVEN	27	DRIVER EDUCATION	28	SPEEDING VIOLATION	29	DWI VIOLATION	30	RECKLESS DRIVING VIOLATION	31	DRIVING W/SUSPENDED LIC.	32	OTHER TRAFFIC VIOLATION	33	UNKNOWN VIOLATION	34	ALCOHOL INVOLVEMENT	35		36	ALCOHOL TEST RESULTS	37	LICENSE SOURCE	38	LIC. STATUS THIS VEH CLASS	39	LICENSE RESTRICTION	40	ADD. LICENSE RESTRICTION	41	PREVIOUS SPEEDING CONVIC.	42	PREV. OTHER HARMFUL MOVING	43	PREVIOUS DWI CONVICTIONS	44		45	PREVIOUS SUSPENSION/REVO.	45	PREVIOUS RECORDED ACCIDENTS

ENVIRONMENTAL DATA																																																																																																									
46	NUMBER OF TRAVEL LANES	47	DIVISION & MEDIAN TYPE	48	ACCESS CONTROL	49	DIR OF TRAVEL FLOW	50	SHOULDER TYPE - LEFT	51	SHOULDER TYPE - RIGHT	52	ROADWAY ALIGNMENT	53	ROADWAY PROFILE	54	ROADWAY SURFACE TYPE	55	ROADWAY SURFACE CONDIT	56		57	TRAFFIC CONTROLS	58		59	SPEED LIMIT IN MPH	60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98	

101		102		103		104		105		106		107		108		109		110		111		112		113		114		115		116		117		118		119		120		121		122		123		124		125		126		127		128		129		130		131		132		133		134		135		136		137		138		139		140		141		142		143		144		145		146		147		148		149		150	
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SECTION 5

SAS FILE

SECTION 5

SAS FILE

NASS data are available in the form of a Statistical Analysis System (SAS) file. SAS is a highly flexible statistical package that provides a high level programming language for creating and modifying data and producing reports, a statistical programming language for effective matrix manipulation, and data management facilities.

SAS is a non-hierarchical data base. In order to apply SAS to NASS data, the SAS data base for NASS consists of five individual data sets; one for each of the five NASS record levels. Using modified relational database concepts, SAS allows the natural hierarchical structure of NASS data to be fully explored by the analyst. An analyst can create a new SAS data set by merging data from several levels of the NASS hierarchy--e.g., vehicle and driver levels--through use of an appropriate set of SAS commands within a DATA step.

It should be noted that variable names in SAS are limited to eight characters. The SAS versions of NASS variable names are included in Appendix E, Subject Index, in this version of the User Manual.

SAS Data Base Contents

The variables in the NASS/SAS data base are derived from the data collection form identifier for that data field. The SAS data base is generally an exact representation of the data contained on the NASS master file. The only exceptions are the following:

- . Numeric variables for which 9, 99, etc. represent "unknown" are recoded to the SAS special missing value .U ("dot-u");
- . The value of 95 ("test refused") for Pedestrian/nonmotorist and Driver Alcohol Test Results (PTEST_RS and DTEST_RS) has been recoded to .T; the value of 96 ("not given") has been recoded .C;

the value of 97 ("performed, results unknown") has been recoded .D;
and the value of 99 ("unknown") has been recoded .U;

- . Missing data for numeric values are recoded as "." in SAS and are not included in percentage tabulations;
- . Hour of Day (Time of Accident, A17) is stored as a SAS time value, and has an output format of HHMM5.

It should be noted that PSU NUMBER (PSU), CASE NUMBER (CASE_ID), RECORD NUMBER (REC_NO), and VERSION NUMBER (VERSION) are read by SAS as identical variables across all NASS records. They can therefore be useful in merging NASS record levels in the DATA step. Similarly, VEHICLE NUMBER (VEH_NO) is read as the same variable in Vehicle, Driver, and Occupant record levels; it is therefore a useful key for merging these records in the DATA step.

The remainder of this Section is devoted to a depiction of the SAS layout for the 1981 NASS. In general, the order of variables in the SAS data sets follows the order of data fields on the master file (and thus the order of items on the data collection forms used by NASS investigation teams). The user is encouraged to invoke PROC CONTENTS for a more detailed look at the SAS data sets for 1981 NASS.

CONTENTS OF SAS DATA SET NASSANL.ACCIDENT

SAPE FORMAT DATA SET CREATED BY JOB UXCANA

DSNAME=WQR1UXC.NASS.ANALYSIS.MAST81.VL0072102 BLKSIZE=13030 LRECL=133 GENERATED BY PROC COP

V2 Nov 05 82

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
29	ACCESS	NUM	2	68		ACCESS CONTROL (A)
58	ALC_DRI	NUM	2	124		NUMBER OF ALCOHOL-INVOLVED DRIVERS
59	ALC_PED	NUM	2	126		NUMBER OF ALCOHOL-INVOLVED PEDESTRIANS
33	ALIGNMNT	NUM	2	76		ROADWAY ALIGNMENT (A)
50	CARS	NUM	2	108		NUMBER OF PASSENGER CARS
51	CARS_TOW	NUM	2	110		NUMBER OF TOWED PASSENGER CARS
2	CASE_ID	CHAR	4	6		CASE NUMBER
3	CASE_NO	NUM	3	10		SEQUENCE NUMBER
10	DAY_WEEK	NUM	2	28		DAY OF WEEK
64	DEATHS	NUM	2	135		NUMBER OF FATALLY INJURED PERSONS
30	DIRECT	NUM	2	70		DIRECTION OF TRAVEL FLOW (A)
61	DRI_CVIO	NUM	2	130		NUMBER OF DRIVERS CITED VIOLATION
63	FIN_STRT	CHAR	1	134		FINAL STRATIFICATION
24	FUNC_CL	NUM	2	58		ROADWAY FUNCTION CLASS
31	GEOMETRY	NUM	2	72		INTERCHANGE GEOMETRY
34	GRADE	NUM	2	78		ROADWAY PROFILE (A)
12	HARM_EV	NUM	2	32		FIRST HARMFUL EVENT
18	HIT_RUN	NUM	2	44		INVOLVEMENT OF HIT & RUN IN ACCIDENT
22	LAND_USE	NUM	2	54		LAND USE
27	LANES	NUM	2	64		NUMBER OF TRAVEL LANES (A)
20	LGT_COND	NUM	2	50		LIGHT CONDITIONS
53	LTVS	NUM	2	114		NUMBER OF LIGHT TRUCKS OR VANS
54	LTVS_TOW	NUM	2	116		NUMBER OF TOWED LIGHT TRUCKS OR VANS
13	MAN_COLL	NUM	2	34		MANNER OF COLLISION (BASED ON F.H.E.)
28	MEDIAN	NUM	2	66		TRAFFICWAY DIVISION AND MEDIAN TYPE
9	MONTH	NUM	2	26		MONTH OF ACCIDENT
52	MOTORCYC	NUM	2	112		NUMBER OF MOTORCYCLES AND MOPEDS
8	NATWT	NUM	4	22	8.2	NATIONAL INFLATION FACTOR
45	OCC_OUT	CHAR	1	99		OCCUPANT'S ACCIDENT OUTCOME
35	PAVE_TYP	NUM	2	80		ROADWAY SURFACE TYPE (A)
60	PED_CVIO	NUM	2	128		NUMBER OF PEDS NONMOT CITED VIOLATION
49	PED_CYCL	NUM	2	106		NUMBER OF PEDALCYCLISTS
44	PED_OUT	CHAR	1	98		PEDESTRIAN NONMOTORIST'S ACC OUTCOME
16	PEDFORMS	NUM	2	40		NUMBER OF PED/NONMOTOR FORMS SUBMITTED
48	PEDS	NUM	2	104		NUMBER OF PEDESTRIANS
17	POL_SEV	NUM	2	42		POLICE REPORTED ACCIDENT SEVERITY
1	PSU	NUM	2	4		PSU NUMBER
7	PSUWGT	NUM	4	18	8.2	PSU INFLATION FACTOR
5	REC_NO	NUM	2	14		RECORD NUMBER
25	REL_JUNC	NUM	2	60		RELATION TO JUNCTION
14	REL_ROAD	NUM	2	36		RELATION TO ROADWAY
40	ROW_PRI	NUM	2	90		RESTRICTION OF ROADWAY AT SCENE
41	ROW_SEC	NUM	2	92		ADDITIONAL RDWY RESTRICTIONS AT SCENE
26	SCH_BUS	NUM	2	62		SCHOOL BUS-RELATED
38	SCH_ZONE	NUM	2	86		ACCIDENT OCCURRENCE IN SCHOOL ZONE
62	SHORT	NUM	2	132		VEHICLE SHORT FORM
32	SHOULDER	NUM	2	74		SHOULDER PRESENCE (A)
39	SP_LMIT	NUM	2	88		SPEED LIMIT (A)
43	SS_CYCLE	NUM	2	96		MOTORCYCLE (S.S. INDICATOR)
42	SS_ROOF	NUM	2	94		ROOF INTRUSION (S.S. INDICATOR)
55	ST_TRUCK	NUM	2	118		NUMBER OF STRAIGHT TRUCKS
4	STRATIF	CHAR	1	13		INITIAL STRATIFICATION
36	SUR_COND	NUM	2	82		ROADWAY SURFACE CONDITION (A)
23	TA_1_CL	NUM	2	56		ROAD TA-1 CLASSIFICATION
19	TIME	NUM	4	46	HHMM5.	TIME OF ACCIDENT
46	TINJ_SER	NUM	2	100		NUMBER OF SERIOUSLY INJURED PERSONS
47	TINJURY	NUM	2	102		TOTAL NUMBER OF INJURED PERSONS
56	TR_TRACT	NUM	2	120		NUMBER OF TRACTOR-TRAILERS
37	TRA_CONT	NUM	2	84		TRAFFIC CONTROLS (A)
57	TRUCKS	NUM	2	122		TOTAL NUMBER OF TRUCKS
15	VEHFORMS	NUM	2	38		NUMBER OF VEHICLE FORMS SUBMITTED
6	VERSION	NUM	2	16		VERSION NUMBER
21	WEATHER	NUM	2	52		ATMOSPHERIC CONDITIONS
11	YEAR	NUM	2	30		YEAR OF ACCIDENT

CONTENTS OF SAS DATA SET NASSANL.PEDES

TAPE FORMAT DATA SET CREATED BY JOB UXCANA
 DSN=QWR1UXC.NASS.ANALYSIS.MAST81.V1.OCT2182 BLKSIZE=13030 LRECL=121 GENERATED BY PROC COPY

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
2	CASE_ID	CHAR	4	6		CASE NUMBER
3	CASE_NO	NUM	3	10		SEQUENCE NUMBER
14	CYCLE_EX	NUM	2	36		MONTHS CYCLING EXPERIENCE
67	ISS_P	NUM	2	119		ISS (P)
8	NATWT	NUM	4	22	8.2	NATIONAL INFLATION FACTOR
25	PAIS1	NUM	2	55		AIS SEVERITY (FIRST, P)
32	PAIS2	NUM	2	65		AIS SEVERITY (SECOND, P)
39	PAIS3	NUM	2	75		AIS SEVERITY (THIRD, P)
46	PAIS4	NUM	2	85		AIS SEVERITY (FOURTH, P)
53	PAIS5	NUM	2	95		AIS SEVERITY (FIFTH, P)
60	PAIS6	NUM	2	105		AIS SEVERITY (SIXTH, P)
21	PASPECT1	CHAR	1	49		ASPECT (FIRST, P)
29	PASPECT2	CHAR	1	62		ASPECT (SECOND, P)
36	PASPECT3	CHAR	1	72		ASPECT (THIRD, P)
43	PASPECT4	CHAR	1	82		ASPECT (FOURTH, P)
50	PASPECT5	CHAR	1	92		ASPECT (FIFTH, P)
57	PASPECT6	CHAR	1	102		ASPECT (SIXTH, P)
20	PBODYRG1	CHAR	1	48		OIC BODY REGION (FIRST, P)
28	PBODYRG2	CHAR	1	61		OIC BODY REGION (SECOND, P)
35	PBODYRG3	CHAR	1	71		OIC BODY REGION (THIRD, P)
42	PBODYRG4	CHAR	1	81		OIC BODY REGION (FOURTH, P)
49	PBODYRG5	CHAR	1	91		OIC BODY REGION (FIFTH, P)
56	PBODYRG6	CHAR	1	101		OIC BODY REGION (SIXTH, P)
26	PCONTCT1	NUM	2	57		INJURY SOURCE (FIRST, P)
33	PCONTCT2	NUM	2	67		INJURY SOURCE (SECOND, P)
40	PCONTCT3	NUM	2	77		INJURY SOURCE (THIRD, P)
47	PCONTCT4	NUM	2	87		INJURY SOURCE (FOURTH, P)
54	PCONTCT5	NUM	2	97		INJURY SOURCE (FIFTH, P)
61	PCONTCT6	NUM	2	107		INJURY SOURCE (SIXTH, P)
27	PDATSOU1	NUM	2	59		SOURCE OF DATA (FIRST, P)
34	PDATSOU2	NUM	2	69		SOURCE OF DATA (SECOND, P)
41	PDATSOU3	NUM	2	79		SOURCE OF DATA (THIRD, P)
48	PDATSOU4	NUM	2	89		SOURCE OF DATA (FOURTH, P)
55	PDATSOU5	NUM	2	99		SOURCE OF DATA (FIFTH, P)
62	PDATSOU6	NUM	2	109		SOURCE OF DATA (SIXTH, P)
65	PDRINKNG	NUM	2	115		ALCOHOL INVOLVEMENT (P)
11	PED_AGE	NUM	2	30		PEDESTRIAN OR NONMOTORIST'S AGE
15	PED_LOC	NUM	2	38		PEDESTRIAN OR NONMOTORIST'S LOCATION
9	PER_NO	NUM	2	26		PEDESTRIAN OR NONMOTORIST'S NUMBER
10	PER_TYPE	NUM	2	28		PEDESTRIAN OR NONMOTORIST'S TYPE
13	PHGT	NUM	2	34		PEDESTRIAN OR NONMOTORIST'S HEIGHT
17	PHOSPAYS	NUM	2	42		HOSPITAL STAY (P)
63	PINJ_SEV	NUM	2	111		INJURY SEVERITY (POLICE RATING, P)
19	PINT_REL	NUM	2	46		RELATION OF INTERVIEWEE TO PED.
22	PLESION1	CHAR	1	50		LESION (FIRST, P)
30	PLESION2	CHAR	1	63		LESION (SECOND, P)
37	PLESION3	CHAR	1	73		LESION (THIRD, P)
44	PLESION4	CHAR	1	83		LESION (FOURTH, P)
51	PLESION5	CHAR	1	93		LESION (FIFTH, P)
58	PLESION6	CHAR	1	103		LESION (SIXTH, P)
12	PSEX	NUM	2	32		PEDESTRIAN OR NONMOTORIST'S SEX
1	PSU	NUM	2	4		PSU NUMBER
7	PSUWGT	NUM	4	18	8.2	PSU INFLATION FACTOR
24	PSYSORG1	CHAR	1	54		SYSTEM/ORGAN (FIRST, P)
31	PSYSORG2	CHAR	1	64		SYSTEM/ORGAN (SECOND, P)
38	PSYSORG3	CHAR	1	74		SYSTEM/ORGAN (THIRD, P)
45	PSYSORG4	CHAR	1	84		SYSTEM/ORGAN (FOURTH, P)
52	PSYSORG5	CHAR	1	94		SYSTEM/ORGAN (FIFTH, P)
59	PSYSORG6	CHAR	1	104		SYSTEM/ORGAN (SIXTH, P)
66	PTEST_RS	NUM	2	117		MEASURED BLOOD ALCOHOL LEVEL (P)
16	PTREATMT	NUM	2	40		TREATMENT - MORTALITY (P)
23	PWGT	NUM	3	51		PEDESTRIAN OR NONMOTORIST'S WEIGHT
18	PWORKDYS	NUM	2	44		WORKING DAYS LOST (P)
5	REC_NO	NUM	2	14		RECORD NUMBER
4	STRATIF	CHAR	1	13		INITIAL STRATIFICATION
6	VERSION	NUM	2	16		VERSION NUMBER
64	VIOL_CHG	NUM	2	113		TRAFFIC VIOLATION CHARGED - PEJ

CONTENTS OF SAS DATA SET NASSANL.VEHICLE

TAPE FORMAT DATA SET CREATED BY JOB UXCANA
 DSNAME=WQR1UXC.NASS.ANALYSIS.MAST81.OCT2182 BLKSIZE=13030 LRECL=178 GENERATED BY PROC COPY

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
22	AXLES_P	NUM	2	52		NUMBER OF AXLES (POWER UNIT)
23	AXLES_T1	NUM	2	54		NUMBER OF AXLES (1ST TRAILER)
24	AXLES_T2	NUM	2	56		NUMBER OF AXLES (2ND TRAILER)
25	AXLES_T3	NUM	2	58		NUMBER OF AXLES (3RD TRAILER)
21	BODY_CON	NUM	2	50		BODY/TRAILER CONFIGURATION
16	BODY_TYP	NUM	2	40		BODY TYPE
26	BRAKE_TY	NUM	2	60		TYPE OF BRAKES
19	CAB_CONF	NUM	2	46		CAB CONFIGURATION
61	CARGO_WT	NUM	3	132		VEHICLE CARGO WEIGHT
2	CASE_ID	CHAR	4	6		CASE NUMBER
3	CASE_NO	NUM	3	10		SEQUENCE NUMBER
28	CLOCK_PR	NUM	2	64		CLOCK DIRECTION (HIGHEST)
37	CLOCK_SE	NUM	2	78		CLOCK DIRECTION (SECONDARY)
60	CURB_WT	NUM	3	129		VEHICLE CURB WEIGHT
31	DEFLOCPR	CHAR	1	70		DEFORMATION LOCATION (HIGHEST)
40	DEFLOCSE	CHAR	1	84		DEFORMATION LOCATION (SECONDARY)
30	DFORCEPR	NUM	2	68		DIRECTION OF FORCE (HIGHEST)
39	DFORCESE	NUM	2	82		DIRECTION OF FORCE (SECONDARY)
34	DISTRIPR	CHAR	1	73		TYPE OF DAMAGE DISTRIBUTION (HIGHEST)
43	DISTRISE	CHAR	1	87		TYPE OF DAMAGE DISTRIBUTION (SECONDARY)
69	DV_C1	NUM	3	151		'CRASH' DAMAGE DATA MAX DELTA V - C1
70	DV_C2	NUM	3	154		'CRASH' DAMAGE DATA MAX DELTA V - C2
71	DV_C3	NUM	3	157		'CRASH' DAMAGE DATA MAX DELTA V - C3
72	DV_C4	NUM	3	160		'CRASH' DAMAGE DATA MAX DELTA V - C4
73	DV_C5	NUM	3	163		'CRASH' DAMAGE DATA MAX DELTA V - C5
74	DV_C6	NUM	3	166		'CRASH' DAMAGE DATA MAX DELTA V - C6
75	DV_D	NUM	3	169		'CRASH' DAMAGE DATA MAX DELTA V - D
68	DV_L	NUM	3	148		'CRASH' DAMAGE DATA MAX DELTA V - L
66	DV_LAT	NUM	2	143		LATERAL COMPONENT OF DELTA V
65	DV_LONG	NUM	2	141		LONGITUDINAL COMPONENT OF DELTA V
63	DV_SOURC	NUM	2	137		BASIS FOR TOTAL DELTA V (HIGHEST)
64	DV_TOTAL	NUM	2	139		TOTAL DELTA V
67	ENERGY	NUM	3	145		ENERGY ABSORPTION
35	EXTENTPR	CHAR	2	74		DEFORMATION EXTENT GUIDE (HIGHEST)
44	EXTENTSE	CHAR	2	88		DEFORMATION EXTENT GUIDE (SECONDARY)
53	FIRE	NUM	2	115		FIRE OCCURRENCE
18	GVWR	NUM	2	44		GROSS VEHICLE WEIGHT RATING
59	HAZCARGO	NUM	2	127		HAZARDOUS CARGO
54	IMP_TYPE	NUM	2	117		TYPE OF MOST SEVERE IMPACT
29	INCR_P	NUM	2	66		INCREMENTAL VALUE OF SHIFT (HIGHEST)
38	INCR_SE	NUM	2	80		INCREMENTAL VALUE OF SHIFT (SECONDARY)
57	J_KNIFE	NUM	2	123		JACKKNIFE INVOLVEMENT
32	LONGITPR	CHAR	1	71		SPECIFIC HORIZONTAL LOCATION (HIGHEST)
41	LONGITSE	CHAR	1	85		SPECIFIC HORIZONTAL LOCATION (SECONDARY)
52	MAG_INTR	NUM	2	113		MAGNITUDE OF INTRUSION
14	MAKE	NUM	2	36		VEHICLE MAKE
13	MOD_YEAR	NUM	2	34		VEHICLE MODEL YEAR
15	MODEL	NUM	2	38		VEHICLE MODEL

CONTENTS OF SAS DATA SET NASSANL.VEHICLE (continued)

ALPHABETIC LIST OF VARIABLES (CONTINUED)

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
45	MORE_CDC	NUM	2	90		DOCUMENTATION OF MORE THAN TWO CDCS
9	NATWT	NUM	4	24	8.2	NATIONAL INFLATION FACTOR
27	OBJ_CNPR	NUM	2	62		OBJECT CONTACTED (HIGHEST)
36	OBJ_CNSE	NUM	2	76		OBJECT CONTACTED (SECONDARY)
10	OCCFORMS	NUM	2	28		NUMBER OF OCCUPANT FORMS SUBMITTED
49	ODOMETER	NUM	3	106		ODOMETER READING
55	OTH_ROLE	NUM	2	119		ROLE OF OTHER CONTACTED VEH, OBJ, PER
50	PC_INTEG	NUM	2	109		PASSENGER COMPARTMENT INTEGRITY
51	PC_INTRU	NUM	2	111		PASSENGER COMPARTMENT INTRUSION
1	PSU	NUM	2	4		PSU NUMBER
8	PSUWGT	NUM	4	20	8.2	PSU INFLATION FACTOR
5	REC_NO	NUM	2	14		RECORD NUMBER
47	REGISTRA	NUM	2	102		REGISTRATION OF VEHICLE
56	ROLLOVER	NUM	2	121		ROLLOVER INVOLVEMENT
58	SAFETY_B	NUM	2	125		SUBMISSION OF POT. SAFETY PROB. BULLETIN
48	SPEC_USE	NUM	2	104		VEHICLE SPECIAL USE (THIS TRIP)
4	STRATIF	CHAR	1	13		INITIAL STRATIFICATION
17	TOW_VEH	NUM	2	42		TOWED TRAILING UNIT
12	TOWAWAY	NUM	2	32		POLICE INDICATED MANNER OF LEAVING SCEN.
20	TRAC_DRO	NUM	2	48		TRACTOR/DROMEDARY
76	VDEATHS	NUM	2	172		NUMBER OF FATALITIES THIS VEHICLE
7	VEH_NO	NUM	2	18		VEHICLE NUMBER
11	VEH_ROLE	NUM	2	30		VEHICLE ROLE
6	VERSION	NUM	2	16		VERSION NUMBER
33	VERTICPR	CHAR	1	72		SPECIFIC VERTICAL LOCATION (HIGHEST)
42	VERTICSE	CHAR	1	86		SPECIFIC VERTICAL LOCATION (SECONDARY)
46	VIN	CHAR	10	92		VEHICLE IDENTIFICATION NUMBER
77	VINJ_SER	NUM	2	174		NUMBER OF SERIOUS INJ THIS VEHICLE
78	VINJURY	NUM	2	176		TOTAL NUMBER INJURIES THIS VEHICLE
62	WT_SOURC	NUM	2	135		REPORTED SOURCE OF CARGO WEIGHT

CONTENTS OF SAS DATA SET MASSANL.DRIVER

TAPE FORMAT DATA SET CREATED BY JOB UXCANA
 DSNAME=WQRTUXC.NASS.ANALYSIS.MAST81.V1.OCT2182 BLSIZE=13030 LRECL=105 GENERATED BY PROC CC

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
30	ADD_REST	NUM	2	69		ADDITIONAL LICENSE RESTRICTION
15	BMCS_REG	NUM	2	39		BUREAU OF MOTOR CARRIER SAFETY REGULATED
2	CASE_ID	CHAR	4	6		CASE NUMBER
3	CASE_NO	NUM	3	10		SEQUENCE NUMBER
38	D_ACCESS	NUM	2	85		ACCESS CONTROL (D)
42	D_ALIGNM	NUM	2	93		ROADWAY ALIGNMENT (D)
39	D_DIRECT	NUM	2	87		DIRECTION OF TRAVEL FLOW (D)
43	D_GRADE	NUM	2	95		ROADWAY PROFILE (D)
36	D_LANES	NUM	2	81		NUMBER OF TRAVEL LANES (D)
37	D_MEDIAN	NUM	2	83		TRAFFICWAY DIVISION AND MEDIAN TYPE (D)
44	D_PAVE_T	NUM	2	97		SURFACE TYPE (D)
40	D_SHOU_L	NUM	2	89		LEFT SHOULDER TYPE
41	D_SHOU_R	NUM	2	91		RIGHT SHOULDER TYPE
47	D_SP_LIM	NUM	2	103		SPEED LIMIT (D)
45	D_SUR_CO	NUM	2	99		SURFACE CONDITION (D)
46	D_TRA_CO	NUM	2	101		TRAFFIC CONTROLS (D)
25	DDRINKNG	NUM	2	59		ALCOHOL INVOLVEMENT (D)
16	DR_CLASS	NUM	2	41		DRIVER'S CLASSIFICATION
11	DR_PRES	NUM	2	30		DRIVER PRESENCE IN VEHICLE
18	DR_TRAIN	NUM	2	45		DRIVER EDUCATION
12	DRIV_EXP	NUM	2	32		MONTHS DRIVING EXP. THIS CLASS VEHICLE
26	DTEST_RS	NUM	2	61		MEASURED BLOOD ALCOHOL LEVEL (D)
20	DWI_VIOL	NUM	2	49		D.W.I. VIOLATION CHARGED
29	L_RESTRI	NUM	2	67		LICENSE RESTRICTION
27	L_SOURCE	NUM	2	63		LICENSE SOURCE
28	L_STATUS	NUM	2	65		LICENSE STATUS THIS CLASS OF VEHICLE
13	MILEAGE	NUM	3	34		ESTIMATED MILEAGE THIS VEHICLE
9	NATWT	NUM	4	24	8.2	NATIONAL INFLATION FACTOR
10	OCUPANTS	NUM	2	28		NUMBER OF OCCUPANTS THIS MOTOR VEHICLE
23	OTH_VIOL	NUM	2	55		OTHER VIOLATION CHARGED
35	PREV_ACC	NUM	2	79		PREVIOUS ACCIDENTS
33	PREV_DWI	NUM	2	75		PREVIOUS D.W.I. CONVICTIONS
32	PREV_OTH	NUM	2	73		PREVIOUS MOVING VIOLATIONS CONVICTIONS
31	PREV_SPD	NUM	2	71		PREVIOUS SPEEDING CONVICTIONS
34	PREV_SUS	NUM	2	77		PREVIOUS SUSPENSIONS AND REVOCATIONS
1	PSU	NUM	2	4		PSU NUMBER
8	PSUNGT	NUM	4	20	8.2	PSU INFLATION FACTOR
17	RD_FREQ	NUM	2	43		FREQUENCY DRIVING ROAD
21	RD_VIOL	NUM	2	51		RECKLESS DRIVING VIOLATION CHARGED
5	REC_NO	NUM	2	14		RECORD NUMBER
19	SP_VIOL	NUM	2	47		SPEEDING VIOLATION CHARGED
4	STRATIF	CHAR	1	13		INITIAL STRATIFICATION
14	TYPE_OP	NUM	2	37		TYPE OF OPERATION OR CARRIER
24	UNK_VIOL	NUM	2	57		UNKNOWN VIOLATION CHARGED
7	VEH_NO	NUM	2	18		VEHICLE NUMBER
6	VERSION	NUM	2	16		VERSION NUMBER
22	W_SUSPEH	NUM	2	53		DRIVING W/SUSP./REV. LICENSE CHARGED

CONTENTS OF SAS DATA SET NASSANL.OCCUPANT

TAPE FORMAT DATA SET CREATED BY JOB UXCANA
 DSNAME=WQR1UXC.NASS.ANALYSIS.MAST81.V1.OCT2182 BLKSIZE=13030 LRECL=133 GENERATED BY PROC CUP

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
27	AUT_AVAI	NUM	2	63		PASSIVE RESTRAINT SYSTEM - AVAILABILITY
28	AUT_REST	NUM	2	65		PASSIVE RESTRAINT SYSTEM - FUNCTION
2	CASE_ID	CHAR	4	6		CASE NUMBER
3	CASE_NO	NUM	3	10		SEQUENCE NUMBER
19	EJ_AREA	NUM	2	47		EJECTION AREA
20	EJ_MED	NUM	2	49		EJECTION MEDIUM
18	EJECTION	NUM	2	45		EJECTION
17	ENTRAP	NUM	2	43		ENTRAPMENT
73	ISS_0	NUM	2	131		ISS (0)
25	MAN_AVAI	NUM	2	59		ACTIVE RESTRAINT SYSTEM - AVAILABILITY
26	MAN_REST	NUM	2	61		ACTIVE RESTRAINT SYSTEM - USE
21	MED_STA	NUM	2	51		MEDIUM STATUS
9	NATWT	NUM	4	24	8.2	NATIONAL INFLATION FACTOR
34	OAIS1	NUM	2	73		AIS SEVERITY (FIRST, 0)
41	OAIS2	NUM	2	83		AIS SEVERITY (SECOND, 0)
48	OAIS3	NUM	2	93		AIS SEVERITY (THIRD, 0)
55	OAIS4	NUM	2	103		AIS SEVERITY (FOURTH, 0)
62	OAIS5	NUM	2	113		AIS SEVERITY (FIFTH, 0)
69	OAIS6	NUM	2	123		AIS SEVERITY (SIXTH, 0)
31	OASPECT1	CHAR	1	70		ASPECT (FIRST, 0)
38	OASPECT2	CHAR	1	80		ASPECT (SECOND, 0)
45	OASPECT3	CHAR	1	90		ASPECT (THIRD, 0)
52	OASPECT4	CHAR	1	100		ASPECT (FOURTH, 0)
59	OASPECT5	CHAR	1	110		ASPECT (FIFTH, 0)
66	OASPECT6	CHAR	1	120		ASPECT (SIXTH, 0)
30	OBODYRG1	CHAR	1	69		OIC BODY REGION (FIRST, 0)
37	OBODYRG2	CHAR	1	79		OIC BODY REGION (SECOND, 0)
44	OBODYRG3	CHAR	1	89		OIC BODY REGION (THIRD, 0)
51	OBODYRG4	CHAR	1	99		OIC BODY REGION (FOURTH, 0)
58	OBODYRG5	CHAR	1	109		OIC BODY REGION (FIFTH, 0)
65	OBODYRG6	CHAR	1	119		OIC BODY REGION (SIXTH, 0)
11	OCC_AGE	NUM	2	30		OCCUPANT'S AGE
10	OCC_NO	NUM	2	28		OCCUPANT NUMBER
15	OCC_ROLE	NUM	2	39		OCCUPANT'S ROLE
35	OCONTCT1	NUM	2	75		INJURY SOURCE (FIRST, 0)
42	OCONTCT2	NUM	2	85		INJURY SOURCE (SECOND, 0)
49	OCONTCT3	NUM	2	95		INJURY SOURCE (THIRD, 0)
56	OCONTCT4	NUM	2	105		INJURY SOURCE (FOURTH, 0)
63	OCONTCT5	NUM	2	115		INJURY SOURCE (FIFTH, 0)
70	OCONTCT6	NUM	2	125		INJURY SOURCE (SIXTH, 0)
36	ODATSOU1	NUM	2	77		SOURCE OF DATA (FIRST, 0)
43	ODATSOU2	NUM	2	87		SOURCE OF DATA (SECOND, 0)
50	ODATSOU3	NUM	2	97		SOURCE OF DATA (THIRD, 0)
57	ODATSOU4	NUM	2	107		SOURCE OF DATA (FOURTH, 0)
64	ODATSOU5	NUM	2	117		SOURCE OF DATA (FIFTH, 0)
71	ODATSOU6	NUM	2	127		SOURCE OF DATA (SIXTH, 0)
13	OHGT	NUM	2	34		OCCUPANT'S HEIGHT
23	OHOSPDYS	NUM	2	55		HOSPITAL STAY (0)

CONTENTS OF SAS DATA SET NASSANL.OCCUPANT (CONTINUED)

ALPHABETIC LIST OF VARIABLES (CONTINUED)

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	LABEL
72	OINJ_SEV	NUM	2	129		INJURY SEVERITY (POLICE RATING, 0)
29	OINT_REL	NUM	2	67		RELATION OF INTERVIEWEE TO OCCUPANT
32	OLESION1	CHAR	1	71		LESION (FIRST, 0)
39	OLESION2	CHAR	1	81		LESION (SECOND, 0)
46	OLESION3	CHAR	1	91		LESION (THIRD, 0)
53	OLESION4	CHAR	1	101		LESION (FOURTH, 0)
60	OLESION5	CHAR	1	111		LESION (FIFTH, 0)
67	OLESION6	CHAR	1	121		LESION (SIXTH, 0)
12	OSEX	NUM	2	32		OCCUPANT'S SEX
33	OSYSORG1	CHAR	1	72		SYSTEM/ORGAN (FIRST, 0)
40	OSYSORG2	CHAR	1	82		SYSTEM/ORGAN (SECOND, 0)
47	OSYSORG3	CHAR	1	92		SYSTEM/ORGAN (THIRD, 0)
54	OSYSORG4	CHAR	1	102		SYSTEM/ORGAN (FOURTH, 0)
61	OSYSORG5	CHAR	1	112		SYSTEM/ORGAN (FIFTH, 0)
68	OSYSORG6	CHAR	1	122		SYSTEM/ORGAN (SIXTH, 0)
22	OTREATMT	NUM	2	53		TREATMENT - MORTALITY (0)
14	OWGT	NUM	3	36		OCCUPANT'S WEIGHT
24	OWORKDYS	NUM	2	57		WORKING DAYS LOST (0)
1	PSU	NUM	2	4		PSU NUMBER
8	PSUWGT	NUM	4	20	8.2	PSU INFLATION FACTOR
5	REC_NO	NUM	2	14		RECORD NUMBER
16	SEAT_POS	NUM	2	41		OCCUPANT'S SEAT POSITION
4	STRATIF	CHAR	1	13		INITIAL STRATIFICATION
7	VEH_NO	NUM	2	18		VEHICLE NUMBER
6	VERSION	NUM	2	16		VERSION NUMBER

APPENDIX A

DATA COLLECTION FORMS

Accident Data

1. Primary Sampling Unit Number 1 2

2. Case Number - Stratification 3 4 5 6

3. Record Number 1
7

4. Transaction Code 8

5. Version Number 4
9

6. Investigator I.D. Number 10

IDENTIFICATION

7. Date (Month, Day, Year) 8 1
11 12 13 14 15 16

8. Final Stratification
 Mark the box which indicates this accident's final stratum.
 Code the box's letter in the space provided.

ACCIDENT TYPE		Most Severe Police Reported Injury		
		K	A	B,C,O,U
Ped & Nonmotorist		A	B	C
Motorcycle		D	E	F
Truck	tow away	G	H	I
	nontow away	G	H	J
Other Motor Vehicle	tow away	K	L	M
	nontow away	K	L	N

9. Sampling Interval
 (NOTE. Code the result from the computer sampling program.)

17
18 19 20 21 22

10. First Harmful Event

Non-Collision

(01) Overturn

(02) Fire or explosion

(03) Immersion

(04) Gas inhalation

(05) Fell from vehicle

(06) Injured in vehicle

(07) Other non-collision

Collision With:

(08) Pedestrian

(09) Pedalcyclist

(10) Railway train

(11) Animal

(12) Motor vehicle in transport (same roadway)

(13) Motor vehicle in transport (other roadway)

(14) Parked motor vehicle

(15) Other type nonmotorist

(16) Other object (not fixed)

Collision with Fixed Object:

(18) Buildings

(19) Culvert or ditch

(20) Curb or wall

(21) Divider

(22) Embankment

(23) Fence

(24) Guard rail

(25) Light support

(26) Sign post

(27) Tree or shrubbery

(28) Utility pole

(29) Other poles or support

(30) Impact attenuator

(31) Other fixed object

(32) Bridge or overpass (passing under)

(33) Bridge or overpass (passing over)

(99) Unknown

11. Manner of Collision (Based on First Harmful Event)

(0) Not collision with vehicle in transport

(1) Rear-end

(2) Head-on

(3) Rear-to-rear

(4) Angle

(5) Sideswipe, same direction

(6) Sideswipe, opposite direction

(9) Unknown

<p>12. Relation to Roadway (location of first harmful event)</p> <p>___ (1) On roadway ___ (2) On shoulder ___ (3) In median ___ (4) On roadside ___ (5) Outside right-of-way ___ (6) Off roadway – location unknown ___ (7) In parking lane ___ (9) Unknown</p> <p style="text-align: right;">26</p> <p>13. Number of Vehicle Forms Submitted</p> <p>_____ Code only the number of motor vehicles in transport for which a VEHICLE FORM was submitted.</p> <p style="text-align: right;">27 28</p> <p>14. Number of Pedestrian & Nonmotorist Forms Submitted</p> <p>_____ Code only the number of pedestrians and/or non-motorists for which a PEDESTRIAN & NONMOTORIST FORM was submitted.</p> <p style="text-align: right;">29 30</p> <p>15. Police Reported Accident Severity</p> <p>___ (0) O – No injury ___ (1) C – Possible injury ___ (2) B – Non-incapacitating injury ___ (3) A – Incapacitating injury ___ (4) K – Killed ___ (5) Injured, severity unknown ___ (6) Died prior to accident ___ (9) Unknown</p> <p style="text-align: right;">31</p> <p>16. Hit and Run</p> <p>___ (0) No hit-and-run ___ (1) Hit motor vehicle (in transport) ___ (2) Hit pedestrian or nonmotorist ___ (3) Left scene ___ (4) Hit parked vehicle or object</p> <p style="text-align: right;">32</p>	<p>19. Atmospheric Conditions</p> <p>___ (1) Normal (no adverse atmospheric related driving conditions) ___ (2) Rain ___ (3) Sleet ___ (4) Snow ___ (5) Fog ___ (8) Other (e.g., smog, smoke, blowing sand or dust, etc.) ___ (9) Unknown</p> <p style="text-align: right;">38</p> <p>20. Land Use (NOTE: Use FHWA required individual state definitions for the roadway segment on which the accident occurred.)</p> <p>___ (1) Urban ___ (2) Rural ___ (9) Unknown</p> <p style="text-align: right;">39</p> <p>21. TA-1 Class</p> <p>___ (1) Interstate ___ (2) Other federal aid primary ___ (3) Federal aid secondary ___ (4) Federal aid urban arterial ___ (5) Federal aid urban collector ___ (6) Nonfederal aid arterial ___ (7) Nonfederal aid collector ___ (8) Nonfederal aid local ___ (9) Unknown</p> <p style="text-align: right;">40</p> <p>22. Roadway Function Class</p> <p>___ (1) Principal arterial-interstate ___ (2) Principal arterial-other urban freeway or expressway ___ (3) Principal arterial-other ___ (4) Minor arterial ___ (5) Urban Collector ___ (6) Major rural collector ___ (7) Minor rural collector ___ (8) Local road or street ___ (9) Unknown</p> <p style="text-align: right;">41</p>
<p>ADMINISTRATIVE ITEMS</p>	
<p>17. Time</p> <p>_____ Code reported military time of accident. (NOTE: midnight = 2400) ___ (9999) Unknown</p> <p style="text-align: right;">33 34 35 36</p> <p>18. Light Conditions</p> <p>___ (1) Daylight ___ (2) Dark ___ (3) Dark, but lighted ___ (4) Dawn ___ (5) Dusk ___ (9) Unknown</p> <p style="text-align: right;">37</p>	<p>23. Relation to Junction</p> <p>___ (01) Non-junction ___ (02) Three leg intersection ___ (03) Four leg intersection ___ (04) More than four leg intersection ___ (05) Intersection related ___ (06) Interchange area ___ (07) Driveway, alley access related ___ (08) Entrance or exit ramp ___ (09) Railroad grade crossing ___ (10) Crossover related ___ (99) Unknown</p> <p style="text-align: right;">42 43</p> <p>24. School Bus Related</p> <p>___ (0) No ___ (1) Yes</p> <p style="text-align: right;">4</p>

ENVIRONMENTAL DATA	
<p>25. Number of Travel Lanes</p> <p> <input type="checkbox"/> (1) One <input type="checkbox"/> (5) Five <input type="checkbox"/> (2) Two <input type="checkbox"/> (6) Six <input type="checkbox"/> (3) Three <input type="checkbox"/> (7) Seven or more <input type="checkbox"/> (4) Four <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>45</u></p>	<p>32. Roadway Profile</p> <p> <input type="checkbox"/> (1) Level <input type="checkbox"/> (2) Grade <input type="checkbox"/> (3) Hillcrest <input type="checkbox"/> (4) Sag <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>52</u></p>
<p>26. Trafficway Division and Median Type</p> <p> <input type="checkbox"/> (1) Undivided Divided (median width \geq to four feet) <input type="checkbox"/> (2) Paved flush-painted or unpainted (i.e., not curbed) <input type="checkbox"/> (3) Curbed <input type="checkbox"/> (4) Unpaved, uncurbed median (e.g., grass, gravel, etc.) <input type="checkbox"/> (5) Median barrier <input type="checkbox"/> (8) Other median type: _____ <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>46</u></p>	<p>33. Roadway Surface Type</p> <p> <input type="checkbox"/> (1) Concrete <input type="checkbox"/> (2) Bituminous <input type="checkbox"/> (3) Brick or block <input type="checkbox"/> (4) Slag, gravel or stone <input type="checkbox"/> (5) Dirt <input type="checkbox"/> (8) Other: _____ <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>53</u></p>
<p>27. Access Control</p> <p> <input type="checkbox"/> (1) Full <input type="checkbox"/> (2) Partial <input type="checkbox"/> (3) Uncontrolled <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>47</u></p>	<p>34. Roadway Surface Condition</p> <p> <input type="checkbox"/> (1) Dry <input type="checkbox"/> (2) Wet <input type="checkbox"/> (3) Snow or slush <input type="checkbox"/> (4) Ice <input type="checkbox"/> (5) Sand, dirt or oil <input type="checkbox"/> (8) Other: _____ <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>54</u></p>
<p>28. Direction of Travel Flow</p> <p> <input type="checkbox"/> (1) One way <input type="checkbox"/> (2) Two way <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>48</u></p>	<p>35. Traffic Controls</p> <p> <input type="checkbox"/> (00) No controls <input type="checkbox"/> (01) Flashing traffic signal <input type="checkbox"/> (02) On colors traffic signal <input type="checkbox"/> (03) Stop sign <input type="checkbox"/> (04) Yield sign <input type="checkbox"/> (05) Physically controlled RR crossing <input type="checkbox"/> (06) Stop sign for RR crossing <input type="checkbox"/> (07) Other RR crossing <input type="checkbox"/> (08) School zone sign <input type="checkbox"/> (09) Traffic controls not functioning <input type="checkbox"/> (10) Pedestrian signal <input type="checkbox"/> (98) Other: _____ <input type="checkbox"/> (99) Unknown </p> <p style="text-align: right;"><u>55 56</u></p>
<p>29. Interchange Geometry</p> <p> <input type="checkbox"/> (0) No interchange <input type="checkbox"/> (1) Full diamond <input type="checkbox"/> (2) Partial diamond <input type="checkbox"/> (3) Full cloverleaf <input type="checkbox"/> (4) Partial cloverleaf <input type="checkbox"/> (5) Trumpet <input type="checkbox"/> (6) Directional <input type="checkbox"/> (7) Rotary <input type="checkbox"/> (8) Other: _____ <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>49</u></p>	<p>36. Accident Occurrence in School Zone</p> <p> <input type="checkbox"/> (0) No <input type="checkbox"/> (1) Yes <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>57</u></p>
<p>30. Shoulder Presence</p> <p> <input type="checkbox"/> (0) No shoulder <input type="checkbox"/> (1) One shoulder <input type="checkbox"/> (2) Two shoulders <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>50</u></p>	<p>37. Speed Limit</p> <p> _____ m.p.h. – Code actual posted or statutory speed limit. <input type="checkbox"/> (99) Unknown </p> <p style="text-align: right;"><u>58 59</u></p>
<p>31. Roadway Alignment</p> <p> <input type="checkbox"/> (1) Straight <input type="checkbox"/> (2) Curve <input type="checkbox"/> (9) Unknown </p> <p style="text-align: right;"><u>51</u></p>	

38. Restriction of Roadway at Scene (NOTE: The Restriction must have existed prior to this accident.)

(0) No restrictions

(1) Narrow bridge (as defined)

(2) Previous accident on roadway

(3) Maintenance, repair or construction activity on roadway.

(4) Roadway immersion (e.g., standing water)

(8) Other roadway obstruction:

(9) Unknown _____

60

(NOTE: If more than one restriction exists they should be coded in the order in which they are numbered.)

39. Additional Restriction of Roadway at Scene (NOTE: See question 38 note above.)

(0) No additional Restrictions

(2) Previous accident on roadway

(3) Maintenance, repair, or construction activity on roadway

(4) Roadway immersion (e.g., standing water)

(5) More than two restrictions

(8) Other roadway restriction:

(9) Unknown _____

61

SPECIAL STUDIES – INDICATORS

Information Collected From This Accident As A Part of the Special Studies Subsystem

NO – Code 0 for each of questions 40 and 41

If YES – Check (✓) each of the studies from the list to the right that were indicated; code 1 for the checked studies and 0 for the studies not checked.

40. <input type="checkbox"/> SS3-Roof Intrusion	62
41. <input type="checkbox"/> SS4-Motorcycle	63
42. <input type="checkbox"/> SS6	64
43. <input type="checkbox"/> SS7	65
44. <input type="checkbox"/> SS8	66
45. <input type="checkbox"/> SS9	67
46. <input type="checkbox"/> SS10	68
47. <input type="checkbox"/> SS11	69
48. <input type="checkbox"/> SS12	70
49. <input type="checkbox"/> SS13	71

NOTE: Leave blank any special studies which are not in effect at the time this case is sampled

PEDESTRIAN AND NONMOTORIST

<p>1. Primary Sampling Unit Number 1 2</p> <p>2. Case Number - Stratification 3 4 5 6</p> <p>3. Record Number 7</p> <p>4. Transaction Code 8</p> <p>5. Version Number 9</p> <p>6. Investigator I.D. Number 10</p>	<p style="text-align: center;">PEDESTRIAN OR NONMOTORIST INTERVIEW</p> <p>9. Pedestrian or Nonmotorist's Age _____ year(s) - Code actual age at time of accident. ___(00) Less than one year old ___(97) 97 years and older ___(99) Unknown 14 15</p> <p>10. Pedestrian or Nonmotorist's Sex ___(1) Male ___(2) Female ___(9) Unknown 16</p> <p>11. Pedestrian or Nonmotorist's Height _____ inches - Code actual reported height to the nearest inch. ___(99) Unknown 17 18</p> <p>12. Pedestrian or Nonmotorist's Weight _____ pounds - Code actual reported weight to the nearest pound. ___(999) 19 20 21</p> <p>13. Months Cycling Experience _____ months - Code actual months of previous cycling experience up to 60. <i>(NOTE: 45 days or less equals 1 month; a month and a half equals 2 months.)</i> ___(00) Non-cyclist ___(61) Greater than 60 months (5 years) ___(99) Unknown 22 23</p>
IDENTIFICATION	
<p>7. Pedestrian or Nonmotorist's Number 11 12</p> <p>8. Pedestrian or Nonmotorist's Type</p> <p>___(1) Pedestrian</p> <p>___(2) Bicyclist</p> <p>___(3) Other cyclist:</p> <p>_____</p> <p>___(4) Animal related</p> <p>___(5) Occupant of vehicle not in transport</p> <p>___(8) Other nonmotorist:</p> <p>_____</p> <p>_____</p> <p>___(9) Unknown 13</p>	
ACCIDENT DESCRIPTION INSTRUCTIONS	GENERAL DESCRIPTION OF ACCIDENT SEQUENCE
<p>Do not interrupt person during general description (narrative), unless he/she requests your assistance. Attempt to summarize the narrative while minimizing any disruptions of the person's internal logic. Specific questions may be asked later. Write these questions down in the space below or on the other side of the page, prior to the interview.</p> <p>SPECIFIC QUESTION: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p><i>(This represents a synopsis of an uninterrupted narrative by the pedestrian or nonmotorist.)</i></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>

ACCIDENT DIAGRAM

Draw a rough sketch of the accident sequence as described by the pedestrian or nonmotorist. Note impact and final rest positions carefully. If possible, relate these to some identifiable object in the area, and record vehicle and pedestrian or nonmotorist heads relative to an object, as well.

Indicate North



14. Pedestrian or Nonmotorist's Location

- ___(01) Intersection - in crosswalk
- ___(02) Intersection - sidewalk, median island
other
- ___(03) Intersection - on roadway
- ___(04) Intersection - unknown
- ___(05) Nonintersection - in crosswalk
- ___(06) Nonintersection - sidewalk, median
island, other
- ___(07) Nonintersection - bike path
- ___(08) Nonintersection - on road shoulder
- ___(09) Nonintersection - outside trafficway
(includes roadside)
- ___(10) Nonintersection - on roadway
- ___(11) Nonintersection - in parking lane
- ___(12) Nonintersection - unknown
- ___(99) Unknown

24 25

15. Treatment - Mortality

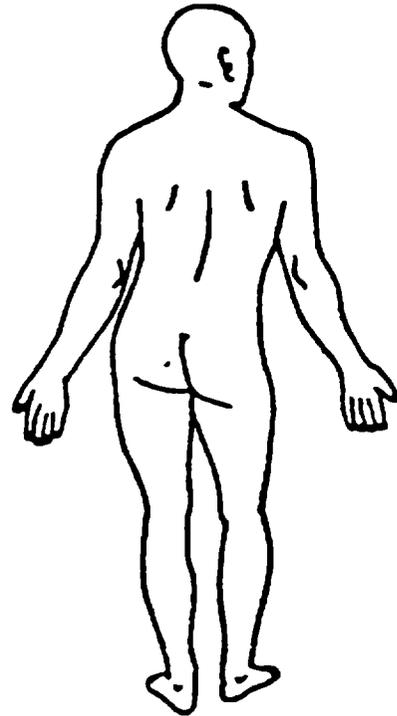
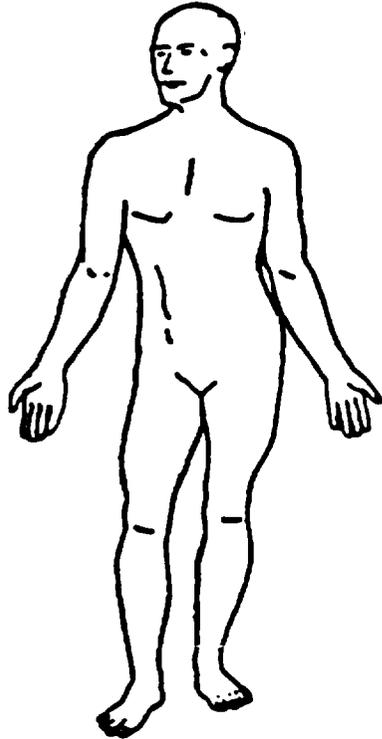
<u>Inter- viewee</u>	<u>Official Sources</u>	
___(1) Fatal	_____	
Nonfatal		C
___(2) Hospitalization	_____	O
___(3) Transported and released	_____	D
___(4) Treatment - other:	_____	E
___(5) No treatment	_____	
___(9) Unknown	_____	

26

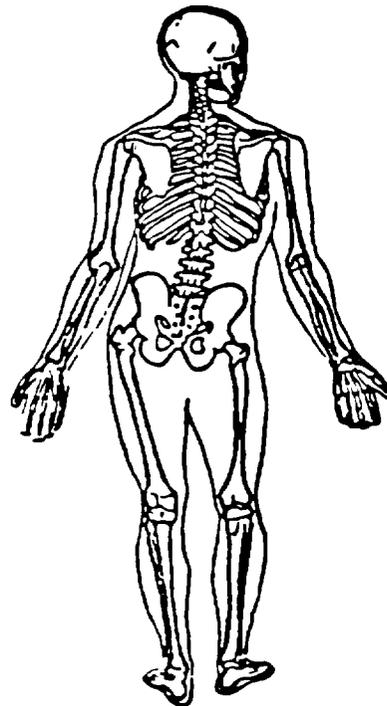
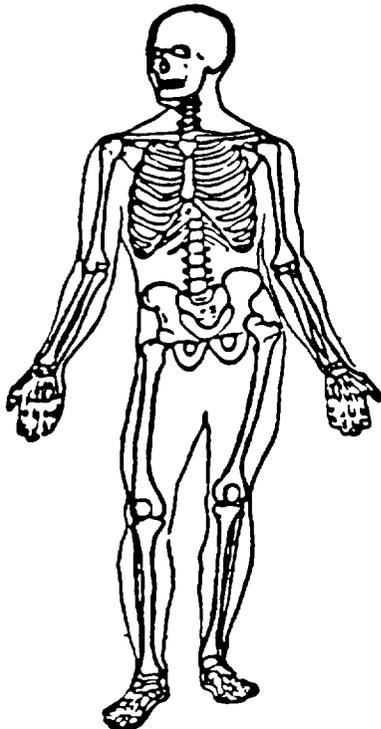
INJURY DATA FROM INTERVIEWEE

Indicate the *Nature*, *Location*, and injury *Source* of all injuries.

Soft Tissue Injuries



Skeletal Injuries



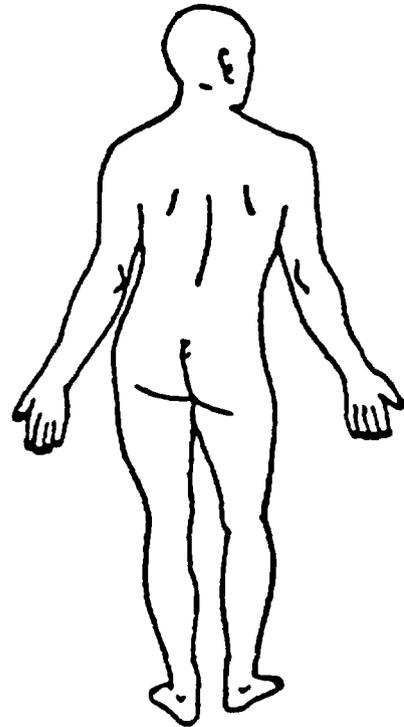
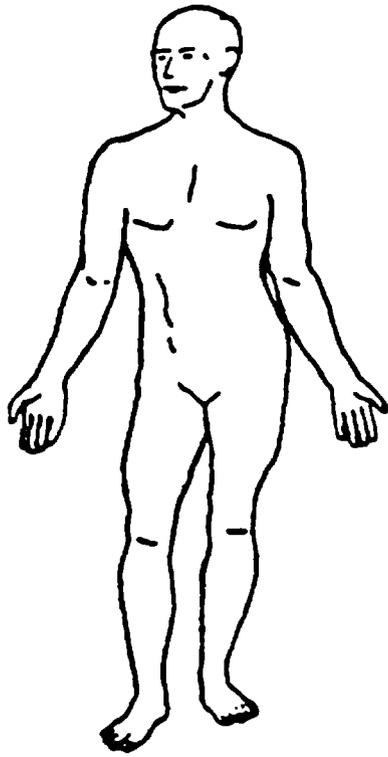
<u>Inter- viewee</u>	<u>Official Sources</u>	<u>Inter- viewee</u>
16. Hospital Stay ___(00) Not hospitalized ___ day(s) - Code the number of days (up to 30) that the pedestrian or nonmotorist stayed in hospital. ___(31) 31 days or more ___(99) Unknown	_____ _____ _____	18. Relation of Interviewee to Pedestrian or Nonmotorist ___(0) No interview ___(1) Same person ___(2) Other accident involved person: _____ Uninvolved Person ___(3) Relative or friend ___(4) Other uninvolved person: _____ Combination of Persons ___(5) One of which was accident involved ___(6) None of which were accident involved ___(9) Unknown
17. Working Days Lost ___(00) No working days lost ___ day(s) - Code the number of days (up to 30) that the pedestrian or nonmotorist lost from work due to the acci- dent ___(31) 31 days or more ___(32) Fatally injured ___(99) Unknown	_____ _____ _____	_____ 31 THIS COMPLETES THE INTERVIEW
27 28 29 30		

COMMENTS:

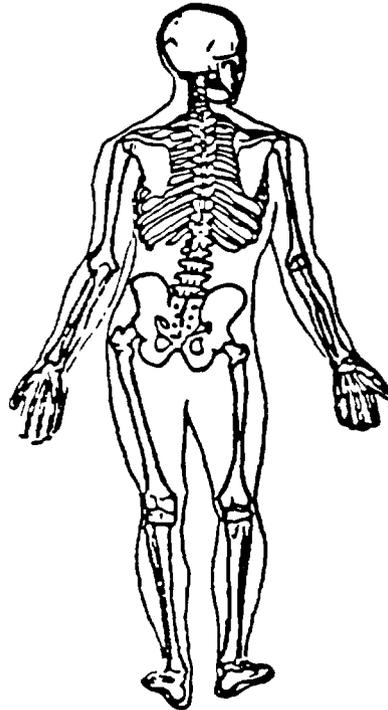
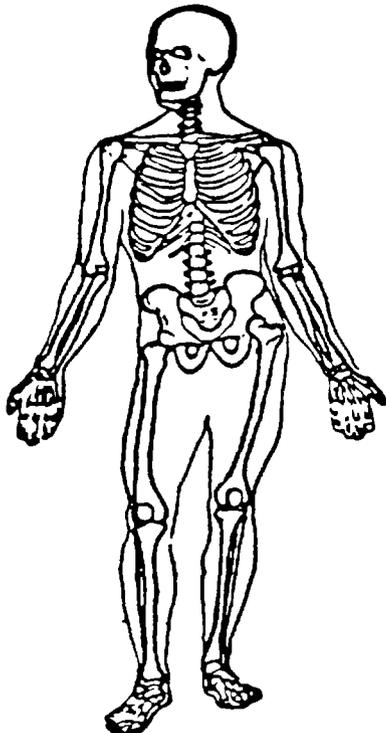
OFFICIAL INJURY DATA

Indicate the *Nature and Location of All* injuries.

Soft Tissue Injuries



Skeletal Injuries



OCCUPANT INJURY CLASSIFICATION

Consider all injuries which are reported from both *unofficial* and *official* sources. The information from official sources takes precedence over similar injuries reported by any other source. In other words, do not list the same injury twice; supercede the interview data with official data in the case of similar injuries. List all injuries by official medical sources first. Police reported injuries may be used, but only when no other source of injury information is available.

Were more than ten (10) injuries sustained? ___ Unknown, ___ No, ___ Yes - If more than ten dissimilar injuries were identified during the interview, from collection of official data, and from other unofficial sources (*excluding police*), list those from the official records first, exhausting that level of data before listing those from the interviewee or other sources.

	<u>I.S.S. Body Region</u>	<u>O.I.C. Body Region</u>	<u>Aspect</u>	<u>Lesion</u>	<u>System/ Organ</u>	<u>A.I.S. Severity</u>	<u>Injury Source</u>	<u>Source of Data</u>
1	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—
7	—	—	—	—	—	—	—	—
8	—	—	—	—	—	—	—	—
9	—	—	—	—	—	—	—	—
10	—	—	—	—	—	—	—	—

Source of Data

Official

- (01) Autopsy records with or without hospital/medical records
- (02) Hospital medical records other than emergency room (e.g., discharge summary)
- (03) Emergency room records only (including associated x-rays or other lab reports)
- (04) Private physician

Unofficial

- (05) Lay coroner report
- (06) E.M.S. personnel
- (07) Interviewee
- (08) Other source

- (09) Police
- (99) Unknown if injured
- (00) Not injured

I.S.S. Body Region

- (1) Head or neck
- (2) Face
- (3) Chest
- (4) Abdominal or pelvic contents
- (5) Extremities or pelvic girdle
- (6) General (*external*)
- (0) Not injured
- (9) Unknown

O.I.C. Body Region

- (H) Head - skull
- (F) Face
- (N) Neck - cervical spine
- (S) Shoulder
- (X) Upper limb(s) (*whole or unknown part*)
- (A) Arm (*upper*)
- (E) Elbow
- (R) Forearm
- (W) Wrist - hand
- (C) Chest
- (M) Abdomen
- (B) Back - thoracolumbar spine
- (P) Pelvis - hip
- (Y) Lower limb(s) (*whole or unknown part*)
- (T) Thigh
- (K) Knee
- (L) Leg (*lower*)
- (Q) Ankle - foot
- (O) Whole body
- (U) Injured, unknown region
- (0) Not injured
- (9) Unknown if injured

Aspect of Injury

- (R) Right
- (L) Left
- (B) Bilateral
- (C) Central
- (A) Anterior - front
- (P) Posterior - back
- (S) Superior - upper
- (I) Inferior - lower
- (W) Whole region
- (U) Injured, unknown aspect
- (0) Not injured
- (9) Unknown if injured

Lesion

- (L) Laceration
- (C) Contusion
- (A) Abrasions
- (F) Fractures
- (K) Concussion
- (V) Avulsion
- (R) Rupture
- (S) Sprains
- (D) Dislocations
- (N) Crushing
- (M) Amputation
- (O) Other
- (U) Injured, unknown lesion
- (Z) Fracture and dislocation
- (E) Total severance, transection
- (T) Strain
- (G) Detachment, separation
- (P) Perforation, puncture
- (0) Not injured
- (9) Unknown if injured

System/Organ

- (S) Skeletal
- (V) Vertebrae
- (J) Joints
- (D) Digestive
- (L) Liver
- (N) Nervous system
- (B) Brain
- (C) Spinal cord
- (E) Ears
- (A) Arteries - veins
- (H) Heart
- (Q) Spleen
- (G) Urogenital
- (K) Kidneys
- (R) Respiratory
- (O) Eye
- (P) Pulmonary - lungs
- (M) Muscles
- (I) Integumentary
- (T) Thyroid, other endocrine gland
- (W) All systems in region
- (U) Injured, unknown system
- (0) Not injured
- (9) Unknown if injured

Abbreviated Injury Scale

- (1) Minor injury
- (2) Moderate injury
- (3) Severe injury
- (4) Serious injury
- (5) Critical injury
- (6) Maximum (*untreatable*)
- (7) Injured, unknown severity
- (0) Not injured
- (9) Unknown if injured

Injury Source			
(00) No injury			
FRONT		ROOF	EXTERIOR of OTHER MOTOR VEHICLE
(01) Windshield		(31) Front header	(71) Bumper
(02) Mirror		(32) Rear header	(72) Hood edge
(03) Steering assembly, including transmission selector lever when column mounted		(33) Roof side rails	(73) Other front of vehicle
(04) Add-on equipment (e.g., CB, tape deck, air conditioner)		(34) Roof or convertible top	(74) Hood
(05) Instrument panel and below, excluding foot controls and parking brake		FLOOR	(75) Hood ornament
(09) Other front object		(41) Floor	(76) Windshield, roof rail, A-pillar
SIDE		(42) Floor or console mounted transmission lever, including console	(77) Side surface
(11) Side interior surface, excluding hardware or armrests		(43) Parking brake handle	(78) Side mirrors
(12) Side hardware or armrests		(44) Foot controls including parking brake	(79) Other side protrusions
(13) A pillar		REAR	(80) Rear surface
(14) B pillar		(51) Backlight (rear window)	(81) Undercarriage
(15) Other pillar		(52) Backlight storage rack, door, etc.	(82) Unknown exterior of other motor vehicle
(16) Window glass or frame		(59) Other rear objects	OTHER VEHICLE or OBJECT in the ENVIRONMENT
(19) Other side object		EXTERIOR of NONMOTORIST'S VEHICLE	(86) Ground
INTERIOR		(61) Hood	(87) Other vehicle or object
(21) Seat, back support		(62) Outside hardware (e.g., outside mirror, antenna)	(89) Unknown vehicle or object
(22) Belt restraint system		(63) Other exterior surface or tires	NONCONTACT INJURY
(23) Head restraint		(69) Unknown exterior objects	(90) Noncontact injury source (impact force)
(24) Air cushion			(97) Injured, unknown source
(25) Other occupants			(99) Unknown if injured
(26) Interior loose objects			
(29) Other interior object			

OCCUPANT INJURY CLASSIFICATION

If there are six or less injuries listed in the O.I.C. reduction section, code all of the injuries ordered by Source of Data (1st-autopsy, 2nd-hospital/medical, 3rd-emergency room, 4th-private physician, or 5th-unofficial sources) and by A.I.S. severity within source.

If there are more than six injuries order the injuries by source and by A.I.S. severity within source. Code this ordering, injury by injury. If a group of ordered injuries has the same source, the same A.I.S., and the group includes at least the sixth and seventh injuries in the ordering, then a choice must be made as to which injury or injuries to code.

Choose the injury or injuries that will enable the maximum number of different I.S.S. body regions to be represented in the coded data. If no new I.S.S. body region can be added, then simply code in accordance with the original ordering.

If the pedestrian or nonmotorist has less than six injuries, then the number of rows required to be completed is equal to the number of injuries plus one (e.g., no injuries requires one row, i.e., columns 32 to 40). In the additional row "no injury" will be coded for all variables including A.I.S. severity.

Update Candidate: Yes No

	<u>I.S.S. Body Region</u>	<u>O.I.C. Body Region</u>	<u>Aspect</u>	<u>Lesion</u>	<u>System/ Organ</u>	<u>A.I.S. Severity</u>	<u>Injury Source</u>	<u>Source of Data</u>
1ST	—	19.	20.	21.	22.	23.	24.	25.
		32	33	34	35	36	37 38	39 40
2ND	—	26.	27.	28.	29.	30.	31.	32.
		41	42	43	44	45	46 47	48 49
3RD	—	33.	34.	35.	36.	37.	38.	39.
		50	51	52	53	54	55 56	57 58
4TH	—	40.	41.	42.	43.	44.	45.	46.
		59	60	61	62	63	64 65	66 67
5TH	—	47.	48.	49.	50.	51.	52.	53.
		68	69	70	71	72	73 74	75 76
6TH	—	54.	55.	56.	57.	58.	59.	60.
		77	78	79	80	81	82 83	84 85

Coding Section

If any of the coded injury Sources have "other" codes, i.e., 09, 15, 19, 29, 59, 63, 73, 79, or 87; describe the injury source below in the space provided. Clearly indicate each description by numerical value.

POLICE REPORT

61. Injury Severity (Police Rating)

- ___ (0) 0 - No injury
- ___ (1) C - Possible injury
- ___ (2) B - Nonincapacitating injury
- ___ (3) A - Incapacitating injury
- ___ (4) K - Killed
- ___ (5) Injured, severity unknown
- ___ (6) Died prior to accident
- ___ (9) Unknown

86

62. Traffic Violation Charged Against This Pedestrian or Nonmotorist

- ___ (0) No
- ___ (1) Yes (specify): _____
- ___ (9) Unknown

87

63. Alcohol Involvement

- ___ (0) No
- ___ (1) Yes

88

POLICE, HOSPITAL/MEDICAL, OR OTHER OFFICIAL

64. Alcohol Test Result

Actual value (decimal implied before first digit) (0.xx)

- ___ (95) Test refused
- ___ (96) None given
- ___ (97) AC test performed, results unknown
- ___ (99) Unknown

89 90

COMMENTS:

Vehicle Data

<p>1. Primary Sampling Unit Number 1 2</p> <p>2. Case Number - Stratification 3 4 5 6</p> <p>3. Record Number 3 7</p> <p>4. Transaction Code 8</p> <p>5. Version Number 4 9</p> <p>6. Investigator I.D. Number 10</p>	<p>14. Body Type</p> <p><i>Automobiles</i></p> <p>___(01) Convertible</p> <p>___(02) 2-door sedan, hardtop, coupe</p> <p>___(03) 4-door sedan, hardtop</p> <p>___(04) 3-or 5-door hatchback coupe</p> <p>___(05) Auto with pickup body (e.g., El Camino, Ranchero, etc.)</p> <p>___(06) Station wagon excluding van-based or truck-based station wagon.</p> <p>___(08) Other automobile: _____</p> <p>___(09) Unknown type automobile</p> <p><i>Motorcycles</i></p> <p>___(15) Motorcycle</p> <p>___(16) Mopeds (motorized bicycles)</p> <p>___(17) Other motorcycle (minibikes, motorscooters): _____</p> <p>___(18) Unknown type motorcycle</p> <p><i>Busses</i></p> <p>___(25) School bus</p> <p>___(26) Cross country</p> <p>___(27) Transit bus</p> <p>___(28) Other bus: _____</p> <p>___(29) Unknown type bus</p> <p><i>Special Vehicles</i></p> <p>___(35) Snowmobile</p> <p>___(36) Farm equipment other than trucks</p> <p>___(37) Dune buggy, swamp buggy, etc.</p> <p>___(38) Construction equipment other than trucks</p> <p>___(39) Ambulance, hearse type only</p> <p>___(40) Large limousine - more than four doors</p> <p>___(41) Self-propelled campers and motor homes.</p> <p>___(42) Fire truck</p> <p>___(43) On or off road vehicle - Jeep CJ-5, Bronco, Blazer, Scout, etc.</p> <p>___(44) Other special vehicle</p> <p><i>Trucks</i></p> <p>___(50) Pickup including those with stake and small dump bodies and campers</p> <p>___(51) Van (VW bus, small Dodge van, van-based station-wagon, not moving van or horse van)</p> <p>___(52) Truck based stationwagon (Chevrolet Suburban, International Travelall)</p> <p>___(53) Chassis without body (less than or equal to 10,000 lbs. GVWR)</p> <p>___(54) Chassis without body (greater than 10,000 lbs. GVWR)</p> <p>___(55) Straight truck over 10,000 lbs. GVWR</p> <p>___(56) Truck tractor pulling no trailer</p> <p>___(57) Truck tractor pulling one or more trailers</p> <p>___(60) Unknown truck type</p> <p>___(99) Unknown body type 23 24</p>
IDENTIFICATION	
<p>7. Vehicle Number 11 12</p> <p>8. Number of Occupant Forms Submitted</p> <p>___ Code only the number of occupants in this vehicle for which an OCCUPANT FORM was submitted. 13 14</p> <p>9. Vehicle Role 15</p> <p>___(0) Noncollision</p> <p>___(1) Striking unit</p> <p>___(2) Struck unit</p> <p>___(3) Both striking and struck</p> <p>___(9) Unknown</p> <p>10. Manner of Leaving Scene (Determined by Investigator) 16</p> <p>___(1) Driven</p> <p>___(2) Towed - due to vehicle damage</p> <p>___(3) Towed - not due to vehicle damage</p> <p>___(4) Abandoned</p> <p>___(9) Unknown</p>	<p>15. Towed Trailing Unit (V14≠57) 25</p> <p>___(0) No (or V14=57)</p> <p>___(1) Yes</p>
EXTERIOR ITEMS	
<p>11. Vehicle Model Year 17 18</p> <p>___ Code the last two digits of the model year.</p> <p>___(99) Unknown</p> <p>12. Vehicle Make 19 20</p> <p>Applicable codes are found in your NASS Coding and Validation Manual.</p> <p>___(99) Unknown</p> <p>13. Vehicle Model 21 22</p> <p>Applicable codes are found in your NASS Coding and Validation Manual.</p> <p>___(99)Unknown (automobile)</p> <p>___(00)Unknown</p>	<p>16. Gross Vehicle Weight Rating (GVWR) (V14=54-57) 26</p> <p>___(0) Not truck over 10,000 lbs. GVWR (V14≠54-57)</p> <p>___(1) 10,001-14,000 lbs.</p> <p>___(2) 14,001-16,000 lbs.</p> <p>___(3) 16,001-19,500 lbs.</p> <p>___(4) 19,501-26,000 lbs.</p> <p>___(5) 26,001-33,000 lbs.</p> <p>___(6) 33,001 lbs. and above</p> <p>___(9) Unknown</p>

HEAVY TRUCK DATA (TRUCKS OVER 10,000 LBS GVWR – V14=54-57)

17. Cab Configuration
 ___ (0) Not truck over 10,000 lbs. GVWR (V14≠54-57)
 ___ (1) Cab Over Engine (COE)
 ___ (2) Conventional (CBE – Cab Behind Engine)
 ___ (3) Cab Alongside Engine (CAE)
 ___ (8) Other: _____
 ___ (9) Unknown 27

18. Tractor/Dromedary
 ___ (0) No
 ___ (1) Yes
 ___ (9) Unknown 28

19. Body/Trailer Configuration
 ___ (00) Not truck over 10,000 lbs. GVWR (V14≠54-57)
 ___ (01) Van (closed top)
 ___ (02) Van (open top)
 ___ (03) Platform (flatbed)
 ___ (04) Platform with added device (eg. crane or cherry picker)
 ___ (05) Stake body
 ___ (06) Refrigerated (insulated)
 ___ (07) Drop frame or low bed
 ___ (08) Tank (liquid or gas)
 ___ (09) Tank (dry bulk)
 ___ (10) Dump
 ___ (11) Pole or logging
 ___ (12) Auto or boat carrier
 ___ (13) Mobile home
 ___ (14) Garbage/refuse
 ___ (15) Cement mixer
 ___ (16) Package delivery (multi-stop or walk-in)
 ___ (17) Beverage
 ___ (18) Wrecker
 ___ (19) Chassis/tractor only
 ___ (20) Moving van
 ___ (21) Livestock carrier
 ___ (22) Utility (body equipped for mobile repair, e.g. electrical utility repair vehicle)
 ___ (23) Armored truck
 ___ (24) Other: _____
 ___ (99) Unknown 29 30

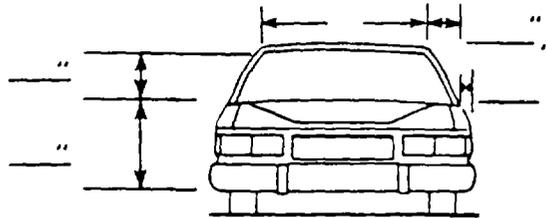
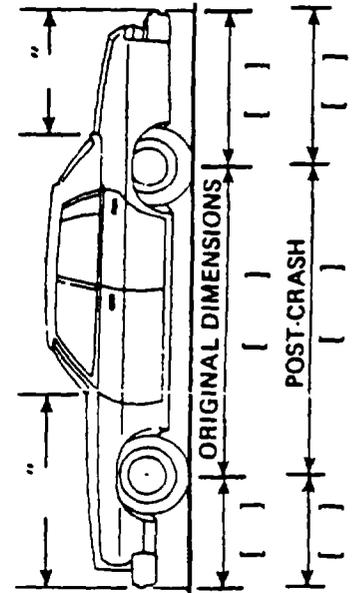
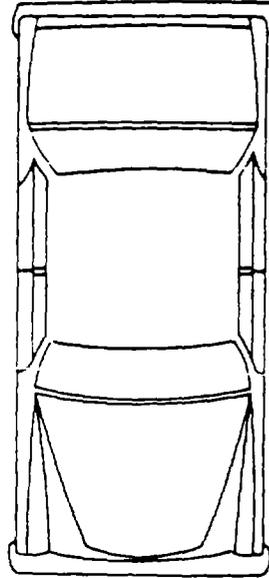
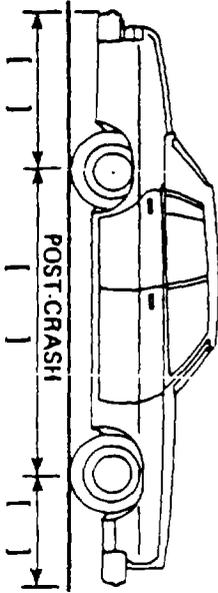
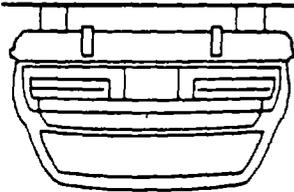
20. 21. 22. 23. Number of Axles

Power Unit	Trailer			
	1st	2nd	3rd	
___	___	___	___	(0) Not truck over 10,000 lbs GVWR (V14≠54-57)
___	___	___	___	(1) One
___	___	___	___	(2) Two
___	___	___	___	(3) Three
___	___	___	___	(4) Four
___	___	___	___	(5) Five
___	___	___	___	(6) Six
___	___	___	___	(7) Seven or more P 1 2 3
___	___	___	___	(8) No trailer
___	___	___	___	(9) Unknown 31 32 33 34

24. Type of Brakes
 ___ (0) Not truck over 10,000 lbs GVWR (V14≠54-57)
 ___ (1) Air
 ___ (2) Hydraulic
 ___ (3) Electric
 ___ (4) Other: _____
 ___ (9) Unknown 35

COMMENTS

DAMAGE DESCRIPTION Wheels Restricted by Damage RF _____ LF _____ RR _____ LR _____ (1) Yes, (2) No, (8) NA, (9) Unk.	TYPE OF TRANSMISSION ___ Manual ___ Automatic	WHEEL STEER ANGLES (For locked front wheels or displaced rear axles only) RF ± _____ ° LF ± _____ ° RR ± _____ ° LR ± _____ ° Within ± 5 degrees
	Average Track: _____ . Maximum Width: _____ .	



List any tires which are deflated due to damage: on the back of this page.

Note Sketch new perimeter and shade damage Annotate observations which might be useful in reconstructing the accident (e.g., grass in tire bead, direction of striations, scuff on sidewall, etc.).

If pulling trailer sketch type of trailer and damage received on reverse side.

DEFORMATION CLASSIFICATION by IMPACT SEQUENCE									
Specific Impact Number	Object Contacted	Direction of Force (degrees)	Incremental Value of Shift	Deformation Location	Specific Longitudinal Lateral Location	Specific Vertical or Lateral Location	Type of Damage Distribution	Deformation Extent Guide	Common Impact Number
1	---	---	---	---	---	---	---	---	---
2	---	---	---	---	---	---	---	---	---
3	---	---	---	---	---	---	---	---	---
4	---	---	---	---	---	---	---	---	---

<p>OBJECT CONTACTED (00) Noncollision (01) through (30)</p> <p>If the object contacted by the vehicle under consideration was another motor vehicle in transport, code the Vehicle Number assigned to that vehicle. Collision with <i>Stationary Object</i> (31) Motor vehicle not in transport* (32) Tree (up to 50 cm around) (33) Tree (over 50 cm around) (34) Pole – fixed (35) Pole – breakaway—did break away (36) Pole – breakaway—did not break away</p>	<p>(37) Movable objects (post, fence, mail box, delineator, etc.) (38) Culvert, railroad tracks, curb (39) Abutment, retaining wall, bridge support (40) Embankment (41) Building, rigid (42) Building, nonrigid (43) Bridge rail (44) Guard rail (45) Impact attenuator (46) Ground (47) Median barrier (48) Train (49) Ditch (50) Other stationary objects</p>	<p>Collision with <i>Nonstationary Objects</i> (51) Animal (52) Trailer, disconnected in transport (53) Train (59) Other nonstationary objects (71) through (95)</p> <p>If the object contacted by the vehicle under consideration was pedestrian or nonmotorist, add seventy (70) to the assigned Pedestrian & Nonmotorist Number, and code the resultant sum. (96) Vehicle occupant (97) Other object (99) Unknown</p>
---	---	--

NOTE. For coding of CDC or TDC investigators must refer to appropriate reference documents for accurate coding.

HIGHEST DELTA "V"								
Object Contacted	Clock Direction	Incremental Value of Shift	Direction of Force	Deformation Location	Specific Longitudinal or Lateral Location	Specific Vertical or Lateral Location	Type of Damage Distribution	Deformation Extent Guide
25. <u>36</u> <u>37</u>	26. <u>38</u> <u>39</u>	27. <u>40</u> <u>41</u>	28. <u>42</u> <u>43</u>	29. <u>44</u>	30. <u>45</u>	31. <u>46</u>	32. <u>47</u>	33. <u>48</u> <u>49</u>
Secondary								
34. <u>50</u> <u>51</u>	35. <u>52</u> <u>53</u>	36. <u>54</u> <u>55</u>	37. <u>56</u> <u>57</u>	38. <u>58</u>	39. <u>59</u>	40. <u>60</u>	41. <u>61</u>	42. <u>62</u> <u>63</u>

<p>43. Documentation of More Than Two CDC/TDC's</p> <p>___ (0) Zero, one or two CDC/TDC's ___ (1) More than two CDC/TDC's</p>	<p>*If this vehicle impacted a vehicle not in transport, fill in the information for that vehicle at the end of the CRASH Program Summary.</p>
--	--

COMMENTS.

Indicate Coding Section - two most severe impacts from those listed above - Reduction Section

INTERIOR ITEMS

44. Vehicle Identification Number

- No VIN-Code all Zeros
- Unknown-Code all nine's
- Left justify:
- Slash zeros 0

65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81

45. Registration of Vehicle

- (0) Not registered
- (1) In-state (at least)
- (2) Out-of-state (only)
- (8) Other registration (e.g., federal, foreign, military):
- (9) Unknown

82

46. Vehicle Special Use (this trip)

- (0) No special use
- (1) Taxi
- (2) Vehicle used as school bus
- (3) Vehicle used as other bus
- (4) Military
- (5) Police
- (6) Ambulance
- (9) Unknown

83

47. Odometer Reading

- _____ miles – Code mileage to the nearest 1,000 miles.
- (000) No odometer
- (001) Less than 1,500 miles
- (999) Unknown

84 85 86

48. Passenger Compartment Integrity

- (0) No passenger compartment
- (1) No integrity loss
- Yes, integrity was lost through:
- (2) Windshield
- (3) Door
- (4) Roof
- (5) Windshield & door
- (6) Windshield & roof
- (7) Door & roof
- (8) Windshield, door & roof
- (9) Unknown

87

49. Passenger Compartment Intrusion (NOTE: Code the area in terms of the most severe intrusion.)

- (0) No passenger compartment
- (1) No intrusion
- (2) Front (i.e., steering column, dash)
- (3) Right side (i.e., door[s] with or without sill override)
- (4) Left side (i.e., door[s] with or without sill override)
- (5) Rear (i.e., trunk, rear seat intruded upon)
- (6) Bottom (i.e., floor)
- (7) Top (i.e., windshield, "A", "B", "C", or "D" pillar[s], roof)
- (8) Two or more areas
- (9) Unknown

88

50. Magnitude of Intrusion

- (0) No intrusion
- (1) Less than five centimeters
- (2) Between five and fifteen centimeters
- (3) Greater than fifteen centimeters
- (9) Unknown

89

51. Fire Occurrence

- (0) No fire
- Yes, fire occurred
- (1) Started in vehicle, minor
- (2) Started in vehicle, major
- (3) Started external to vehicle, minor
- (4) Started external to vehicle, major
- (5) Origin unknown
- (9) Unknown

90

RESTRAINT SYSTEM		Front Seat: Left	Front Seat: Middle	Front Seat: Right	Second Seat: Left	Second Seat: Middle	Second Seat: Right	Third Seat: Left	Third Seat: Middle	Third Seat: Right	Other Position or Un
MANUAL	Availability	___	___	___	___	___	___	___	___	___	___
	Indication of Usage	___	___	___	___	___	___	___	___	___	___
AUTO-MATIC	Availability	___	___	___	___	___	___	___	___	___	___
	Function	___	___	___	___	___	___	___	___	___	___

Manual Restraint System – Availability – ___ (0) None available vehicle occupant ___ (1) Shoulder belt ___ (2) Lap belt ___ (3) Lap and shoulder belt ___ (4) Child safety seat ___ (5) Motorcycle helmet ___ (8) Restraint available type unknown or other: ___ (9) Unknown	Manual Restraint System – Indication of Usage ___ (0) None used-vehicle occupant ___ (1) Shoulder belt ___ (2) Lap belt ___ (3) Lap and shoulder belt ___ (4) Child safety seat ___ (5) Motorcycle helmet ___ (8) Restraint used-type unknown or other: ___ (9) Unknown	Automatic (Passive) Restraint System – Availability – ___ (0) Not equipped ___ (1) Airbag ___ (2) Airbag disconnected ___ (3) Airbag not reinstalled ___ (4) Two point automatic belts ___ (5) Three point automatic belts ___ (6) Automatic belts destroyed ___ (9) Unknown	Automatic (Passive) Restraint System – Function -- ___ (0) Not equipped ___ (1) Automatic belt in use ___ (2) Automatic belt not in use ___ (3) Deployed airbag ___ (4) Non-deployed airbag ___ (9) Unknown
---	--	---	--

*Specify the Other Position or Unit referenced: _____

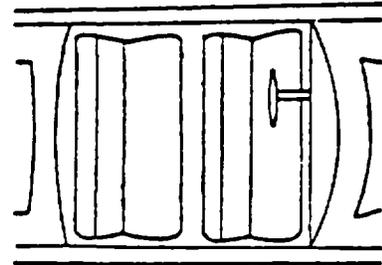
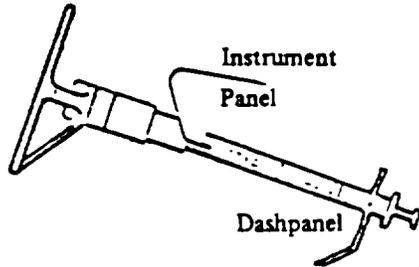
INDICATIONS of EJECTION ___ No ejection Ejection Area ___ Windshield ___ Left front ___ Right front ___ Left rear ___ Right rear ___ Rear	If ejection is suspected or reported, indicate the avenue; for multiple avenues number them and utilize the same numbers consistently throughout. ___ Roof (convertible or sun roof) ___ Other area (e.g., sidecar, back of pickup, etc.) ___ Unknown	Ejection Medium ___ Door (side) ___ Door (rear) ___ Open roof structure ___ Fixed windows ___ Other medium type ___ Unknown	Medium Status ___ Open ___ Separation ___ Closed, closed when damaged ___ Status unknown Operable windows ___ Roll down type ___ Hinged type ___ Sliding type ___ Other type window
--	--	---	--

CHECK ALL AREAS of SUSPECTED OCCUPANT CONTACT

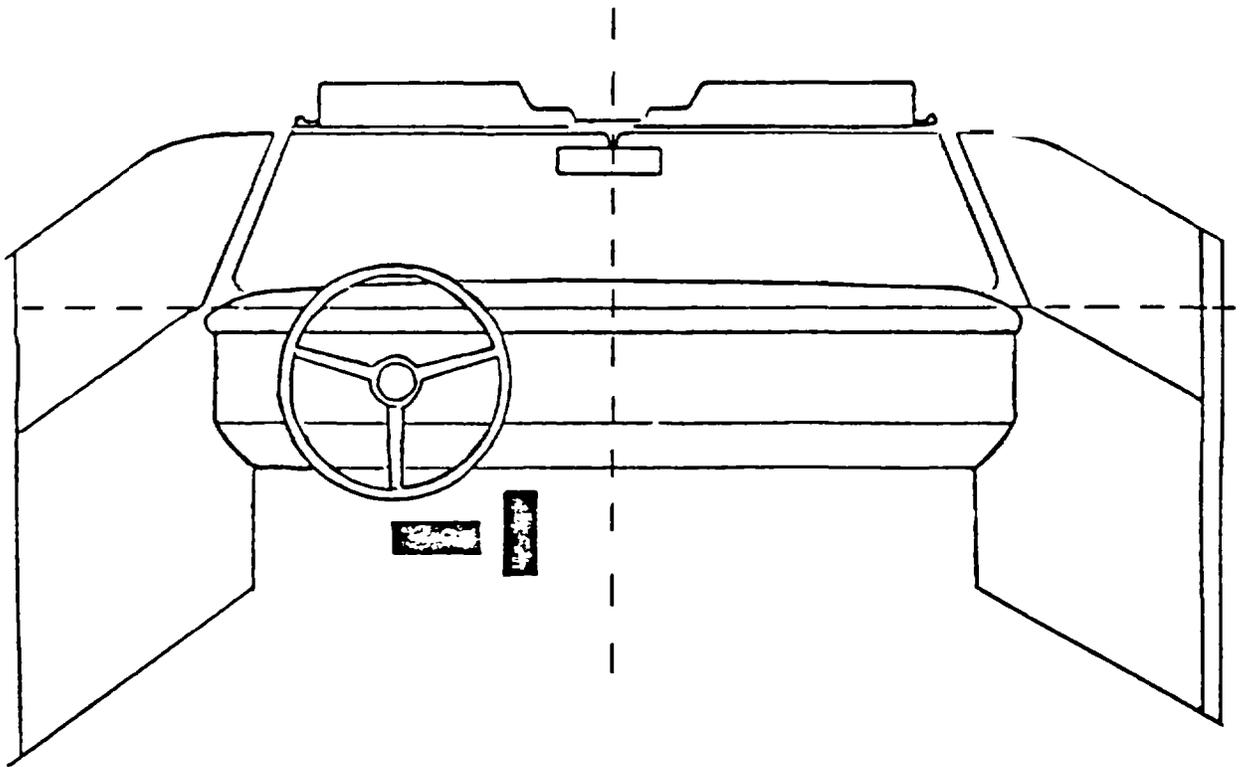
___ No injury FRONT ___ Windshield ___ Mirror ___ Steering assembly, including transmission selector lever when column mounted ___ Add-on equipment (e.g., CB, tape deck, air conditioner) ___ Instrument panel and below, excluding foot controls and parking brake ___ Other front object SIDE ___ Side interior surface, excluding hardware or armrests ___ Side hardware or armrests ___ A pillar ___ B pillar ___ Other pillar ___ Window glass or frame ___ Other side object	INTERIOR ___ Seat, back support ___ Belt restraint system ___ Head restraint ___ Air cushion ___ Other occupants ___ Interior loose objects ___ Other interior object ROOF ___ Front header ___ Rear header ___ Roof side rails ___ Roof or convertible top FLOOR ___ Floor ___ Floor or console mounted transmission lever, including console ___ Parking brake handle ___ Foot controls including parking brake	REAR ___ Backlight (rear window) ___ Backlight storage rack, door, etc. ___ Other rear objects EXTERIOR of OCCUPANT'S VEHICLE ___ Hood ___ Outside hardware (e.g., outside mirror, antenna) ___ Other exterior surface or tires ___ Unknown exterior objects NON-CONTACT INJURY ___ Non-contact injury source (impact force) ___ Injured, unknown source ___ Unknown if injured
--	---	--

VEHICLE INTERIOR

POINTS OF OCCUPANT CONTACT



INTERIOR SKETCH



Sketch controls in appropriate positions, if contacted. Sketch all occupant contact points and code on *preceding* page. Dash lines indicate center of instrument panel-windshield area and top of panel for reference purposes.

SUPPLEMENTAL ITEMS

52. Type of Most Severe Impact This Vehicle
This Vehicle's role

- (0) Nonimpact
- (1) Front of this vehicle
- (2) Left side of this vehicle
- (3) Right side of this vehicle
- (4) Rear of this vehicle
- (5) Other impact location
- (9) Unknown impact type

91

53. Role of Other Contacted Vehicle, Object or Person (for same impact as above)

- (0) Nonimpact
- (1) Front of other vehicle
- (2) Side of other vehicle
- (3) Rear of other vehicle
- (4) Sideswiped or endsdipped by other vehicle
- (5) Other location on other vehicle
- (6) Object (stationary and non stationary)
- (7) Pedestrian or nonmotorist
- (8) Motorcycle or moped
- (9) Unknown impact type

92

54. Rollover

- (0) No rollover
- (1) Rollover, less than 4 quarter turns
- (2) Rollover, 4 or more quarter turns
- (3) Rollover, details unknown

93

55. Jackknife

- (0) Not an articulated vehicle
- (1) No
- (2) Yes

94

56. Submission of Potential Safety Problem Bulletin

- (0) No
- (1) Yes

95

57. Hazardous Cargo

- (0) No hazardous cargo
- (1) Load of hazardous materials only
- (2) Load of hazardous and nonhazardous materials
- (9) Unknown

96

NOTE: (See coding manual for definition and examples of hazardous materials)

VEHICLE WEIGHT ITEMS

58. Vehicle Curb Weight

- _____ pounds – Code weight to nearest 100 pounds.
- (001) Less than 150 pounds.
- (997) 99,650 lbs or more
- (999) Unknown

97 98 99

59. Vehicle Cargo Weight

- _____ pounds – Code weight to nearest 100 pounds.
- (000) Less than 50 pounds
- (997) 99,650 lbs or more
- (999) Unknown

100 101 102

60. Investigator Reported Source of Cargo Weight

- (0) No cargo
- (1) Measured
- (2) Estimated
- (3) Rated capacity
- (9) Unknown: source or weight

103

COMMENTS.

CRASH PROGRAM

51. Basis for Total Delta V (highest)

- ___ (0) CRASH program not used
- ___ (1) Damage data only
- ___ (2) Damage and trajectory data

104

HIGHEST

Secondary

HIGHEST

62. Total Delta V

- ___ nearest k.p.h.
- (NOTE: 00 means less than 0.5 k.p.h.)
- ___ (95) k.p.h. and above
- ___ (96) Not able to compute (e.g., motor-cycle)
- ___ (99) Unknown

105 106

63. Longitudinal Component of Delta V

- ___ nearest k.p.h.
- (NOTE: 00 means greater than -0.5 and less than 0.5 k.p.h.)
- ___ (95) 95 k.p.h. and above
- ___ (96) Not able to compute (e.g., motor-cycle)
- ___ (99) Unknown

±
107 108 109

HIGHEST

Secondary

HIGHEST

64. Lateral Component of Delta V

- ___ nearest k.p.h.
- (NOTE: 00 means greater than -0.5 and less than 0.5 k.p.h.)
- ___ (95) 95 k.p.h. and above
- ___ (96) Not able to compute (e.g., motor-cycle)
- ___ (99) Unknown

±
110 111 112

65. Energy Absorption

- ___ nearest 100 newton•meters (joules)
- (NOTE: 0000 means less than 50 newton•meters)
- ___ (9996) Not able to compute (e.g., motor-cycle)
- ___ (9999) Unknown

113 114 115 116

CRASH Damage Data for Highest Delta V (metric values)

66.	67.	68.	69.	70.	71.	72.	73.	
<u>L</u>	<u>C1</u>	<u>C2</u>	<u>C3</u>	<u>C4</u>	<u>C5</u>	<u>C6</u>	<u>±D</u>	
<u>117 118 119 120</u>	<u>121 122 123</u>	<u>124 125 126</u>	<u>127 128 129</u>	<u>130 131 132</u>	<u>133 134 135</u>	<u>136 137 138</u>	<u>±</u> <u>139 140 141 142</u>	

(metric values – centimeters)

COMMENTS:

Driver Data

Form Approved
OMB No 2127-0021

<p>1. <u>Primary Sampling Unit Number</u> 1 2</p> <p>2. <u>Case Number — Stratification</u> 3 4 5 6</p> <p>3. <u>Record Number</u> 4 7</p> <p>4. <u>Transaction Code</u> 8</p> <p>5. <u>Version Number</u> 4 9</p> <p>6. <u>Investigator I.D. Number</u> 10</p>	<p>_____ miles to the nearest 100</p> <p>- (001) Less than 150 miles</p> <p>- (997) 99,650 miles or more</p> <p>- (999) Unknown 18 19 20</p> <p>12. <u>Type of Operation or Carrier</u> (vehicle over 10,000 lbs GVWR)</p> <p>- (0) Noncommercial or not vehicle over 10,000 lbs. GVWR</p> <p>- (1) For hire common carrier</p> <p>- (2) For hire contract carrier</p> <p>- (3) Private carrier of property</p> <p>- (4) Carrier of ICC exempt commodities</p> <p>- (5) Foreign carrier</p> <p>- (6) Carrier of migrant workers</p> <p>- (7) U.S. mail carrier</p> <p>- (8) Other: _____</p> <p>- (9) Unknown 21</p> <p>13. <u>Federal Safety Regulated</u></p> <p>- (0) Noncommercial or not vehicle over 10,000 lbs. GVWR</p> <p>- (1) Motor carrier not subject to U.S. DOT (BMCS) regulations</p> <p>Motor carrier subject to U.S. DOT (BMCS) regulations</p> <p>- (2) Intercity operations</p> <p>- (3) Local pickup or delivery</p> <p>- (9) Unknown 22</p> <p>14. <u>Driver's Classification</u></p> <p>- (0) Noncommercial or not in vehicle 10,000 lbs GVW or greater</p> <p>- (1) Full time employee</p> <p>- (2) Part time employee</p> <p>- (3) Owner operator</p> <p>- (4) Leased (from labor contractor)</p> <p>- (8) Other: _____</p> <p>- (9) Unknown 23</p> <p>15. <u>Frequency Driving Road</u></p> <p>- (1) Daily</p> <p>- (2) Weekly</p> <p>- (3) Monthly</p> <p>- (4) Less than once a month</p> <p>- (5) First time on road</p> <p>- (9) Unknown 24</p> <p>16. <u>Driver Education</u></p> <p>- (0) No formal driver training</p> <p>- (1) In training at time of accident</p> <p>- (2) High school driver training</p> <p>- (3) Commercial driver training</p> <p>- (4) Truck driver training school</p> <p>- (5) Motor carrier program - On-the-Job-Training</p> <p>- (6) Two or more types of formal driver training</p> <p>- (8) Other formal driver training (e.g., college, military, etc.)</p> <p>_____</p> <p>- (9) Unknown 25</p>
IDENTIFICATION	
<p>7. <u>Vehicle Number</u> 11 12</p> <p>8. <u>Number of Occupants This Motor Vehicle</u></p> <p>_____ occupant(s) — Code the actual number of persons (including the driver if present) that were occupants of this vehicle. The number of OCCUPANT FORMS does not have to equal this value.</p> <p>- (99) Unknown 13 14</p> <p>9. <u>Driver Presence In Vehicle</u></p> <p>- (1) Driver Present</p> <p>- (2) Driver Not Present 15</p> <p>(NOTE. If <i>no</i> driver was present <i>in</i> this vehicle, indicate and subsequently leave blank the remaining non-environmental questions on this form. Do code the environmental elements. No OCCUPANT FORM for the driver is required. Remember, if the person who had been driving this motor vehicle prior to the accident was injured outside of this vehicle, that person is handled on the PEDESTRIAN & NONMOTORIST FORM.)</p>	
DRIVER INTERVIEW	
<p>10. <u>Months Driving Experience This Class of Vehicle</u> (e.g., passenger car, light truck, motorcycle, etc.)</p> <p>_____ months — Code actual months of previous driving experience up to 60. (NOTE. 45 days or less equals 1 month; a month and a half equals 2 months.)</p> <p>- (61) Greater than five years</p> <p>- (99) Unknown 16 17</p> <p>11. <u>Estimated Mileage This Vehicle</u> (Estimated total mileage that driver has driven <u>in this</u> specific accident involved vehicle.)</p>	

<p>Estimated Travel Speed (NOTE: Record as obtained from interviewee in increments of 5 m.p.h.; note information source e.g., speedometer, estimate, etc.)</p> <p>— Stopped — Less than 5 m.p.h.</p> <p>— Actual speed (in increments)</p> <p>— Not applicable — Unknown</p> <p>INFORMATION SOURCE:</p> <p>Driver Actions Prior to Accident (NOTE: This reports the driver's actions prior to any indication that did or should have alerted the driver to the fact that the driver was about to be involved in a traffic accident.)</p> <p>— Normal — i.e., straight at constant speed</p> <p>— Decelerating — Accelerating</p> <p>— Overtaking — Turning</p> <p>— Stopping — Stopped</p> <p>— Other actions — Unknown</p>	<p>Attempted Avoidance Actions (NOTE: Carefully query this elicited information.)</p> <p>— None</p> <p>— Braking (no lockup)</p> <p>— Braking (lockup)</p> <p>— Steering left</p> <p>— Steering right</p> <p>— Braking and steering left</p> <p>— Braking and steering right</p> <p>— Accelerating</p> <p>— Accelerating and steering left</p> <p>— Accelerating and steering right</p> <p>— Releasing brake</p> <p>— Other actions</p> <p>— Not applicable</p> <p>— Unknown</p>
AT-CRASH	
<p>Estimated Impact Speed (NOTE: Record as obtained from interviewee in increments of 5 m.p.h.; note information source e.g., speedometer, estimate, etc.)</p> <p>— Stopped — Less than 5 m.p.h.</p> <p>— Actual speed (in increments)</p> <p>— Not applicable — Unknown</p> <p>INFORMATION SOURCE:</p>	

<p>¹ Object Contacted</p> <p>(✓) Motor vehicle</p> <p>(0) Guardrail</p> <p>(1) Ditch</p> <p>(2) Ground</p> <p>(3) Tree</p> <p>(4) Pole</p> <p>(5) Sign</p> <p>(6) Pedacyclist</p> <p>(7) Pedestrian</p> <p>(8) Other: _____</p> <p>(9) Unknown</p>	<p>² Vehicle Impact Location</p> <p>(1) Front</p> <p>(2) Right side</p> <p>(3) Rear</p> <p>(4) Left side</p> <p>(5) Top</p> <p>(6) Undercarriage</p> <p>(7) Other: _____</p> <p>(8) Not applicable</p> <p>(9) Unknown</p>	<p>³ Vehicle Orientation</p> <p>(1) Tracking, no skidding (includes controlled turn)</p> <p>(2) Tracking, skidding</p> <p>(3) Rotated clockwise to path of travel</p> <p>(4) Rotated counterclockwise to path of travel</p> <p>(5) Rolling over</p> <p>(6) Jackknifed</p> <p>(7) Other: _____</p> <p>(8) Not applicable</p> <p>(9) Unknown</p>
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DRIVER VIEW of TOTAL ACCIDENT CONTACT SEQUENCE

Did More Than Six Impacts Occur? — Unknown, — No, — Yes: code the six severest impacts.

Accident Sequence Number	Common Impact Number	Object Contacted ¹	One Vehicle			Other Vehicle—if applicable		
			Vehicle Number	Impact Location ²	Vehicle Orientation ³	Vehicle Number	Impact Location ²	Vehicle Orientation ³
1	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—

POST-CRASH	
<p>Final Rest Position</p> <ul style="list-style-type: none"> <input type="checkbox"/> On roadway <input type="checkbox"/> On shoulder <input type="checkbox"/> In parking lane <input type="checkbox"/> In median <input type="checkbox"/> Off roadway (beyond shoulder area) <input type="checkbox"/> Other: _____ <hr/> <ul style="list-style-type: none"> <input type="checkbox"/> Not applicable <input type="checkbox"/> Unknown 	<p>Driver Inputs Between Last Point-of-Impact and Final Rest Position</p> <ul style="list-style-type: none"> <input type="checkbox"/> None <input type="checkbox"/> Steering left <input type="checkbox"/> Braking and steering left <input type="checkbox"/> Braking and steering right <input type="checkbox"/> Acceleration followed by braking <input type="checkbox"/> Acceleration followed by braking and steering <input type="checkbox"/> Releasing brake <input type="checkbox"/> Other: _____ <hr/> <ul style="list-style-type: none"> <input type="checkbox"/> Not applicable <input type="checkbox"/> Unknown
<p>If multiple impacts occurred, describe driver inputs between initial and last point-of-impact</p> <hr/> <hr/>	

ACCIDENT DIAGRAM

Draw a rough sketch of the accident sequence as described by the driver. Note impact and final rest positions carefully. If possible, relate these to some identifiable object in the area, and record vehicle and pedestrian or nonmotorist headings relative to an object, as well.

Indicate North



Any luggage or other cargo in vehicle when accident occurred? Estimated Weight: _____ lbs.

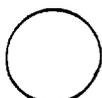
Describe: _____

Present location of vehicle (if not yet inspected)? _____

<p>Did any of the Following Restrictions of the Road Exist Prior to the Accident</p> <ul style="list-style-type: none"> <input type="checkbox"/> None <input type="checkbox"/> Narrow bridge (as defined) <input type="checkbox"/> Previous accident <input type="checkbox"/> Maintenance, repair, or construction activity on roadway <input type="checkbox"/> Roadway immersion (standing water) <input type="checkbox"/> Unknown 	<p>Road Surface Condition</p> <ul style="list-style-type: none"> <input type="checkbox"/> Dry <input type="checkbox"/> Snow or slush <input type="checkbox"/> Wet <input type="checkbox"/> Icy <input type="checkbox"/> Sand, dirt or oil <input type="checkbox"/> Unknown <p style="margin-top: 20px;">* This completes the Driver (Form) Oriented Questions of this interview, continue this interview with the Occupant (Form) Oriented Questions *</p>
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POLICE REPORT

Traffic Violation Charged Against This Driver



NO—Code 0 for each of questions 17 through 22

If YES — Check (✓) each of the violations below that were indicated; code 1 for the checked violations and 0 for the violations not checked.

—Unknown — Code 9 for each of questions 17 through 22

- 17. — Speeding 26
- 18. — Driving While Intoxicated 27
- 19. — Reckless Driving 28
- 20. — Driving With Suspended or Revoked License 29
- 21. — Other Violation Charged 30
- 22. — Unknown Violation Charged 31
- 23. — Alcohol Involvement 32
- (0) No
- (1) Yes

POLICE, HOSPITAL/MEDICAL, OR OTHER OFFICIAL

- 24. Alcohol Test Results
 - Actual value (decimal implied before first digit)(0.xx)
 - (95) Test refused
 - (96) None given
 - (97) AC test performed, results unknown
 - (99) Unknown 33 34
- 25. License Source
 - (0) No license
 - (1) Domestic
 - (2) Foreign
 - (9) Unknown 35

OFFICIAL RECORDS

- 26 License Status This Class of Vehicle
 - (0) No license required
 - (1) No license, license required
 - (2) Licensed, but not for this type of vehicle
 - (3) Valid license for this type of vehicle
 - (4) Suspended license
 - (5) Revoked license
 - (6) Expired license
 - (7) Learners permit
 - (9) Unknown 36

27. License Restriction

- (0) No restriction
- (1) Glasses and/or contact lenses
- (2) Daylight driving only
- (3) Handicap related restriction
- (4) Activity restriction
- (8) Other restriction: _____
- (9) Unknown 37

(NOTE: If more than one restriction exists choose the one with the lowest numerical value.)

28. Additional License Restriction

- (0) No additional restriction
- (2) Daylight driving only
- (3) Handicap related restriction
- (4) Activity restriction
- (5) More than two restrictions
- (8) Other restrictions: _____
- (9) Unknown 38

Code in the space provided the actual number of recorded convictions/suspensions/accidents that occurred within the last three (3) years (as measured from the date of the accident).

— 8 or more — Code 8

(NOTE: The coded value: 8, indicates that the actual recorded value was eight or more; be sure that the actual value is recorded in the space provided near the question number.)

— Unknown—Code 9 for each of questions 29 through 33

- 29. — Previous Speeding Convictions 39
- 30. — Previous Other Harmful Moving Violation Convictions 40
- 31. — Previous Driving While Intoxicated Convictions 41
- 32. — Previous Recorded Suspensions and Revocations 42
- 33. — Previous Recorded Accidents 43

ENVIRONMENTAL DATA																						
<p>34 Number of Travel Lanes</p> <p>— (1) One</p> <p>— (2) Two</p> <p>— (3) Three</p> <p>— (4) Four</p> <p>— (5) Five</p> <p>— (6) Six</p> <p>— (7) Seven or more</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>35. Trafficway Division and Median Type</p> <p>— (1) Undivided</p> <p>Divided (median width \geq to four feet)</p> <p>— (2) Paved flush—painted or unpainted (i.e., not curbed)</p> <p>— (3) Curbed</p> <p>— (4) Unpaved, uncurbed median (e.g., grass, gravel, etc.)</p> <p>— (5) Median barrier</p> <p>— (8) Other median type: _____</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>36. Access Control</p> <p>— (1) Full</p> <p>— (2) Partial</p> <p>— (3) Uncontrolled</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>37 Direction of Travel Flow</p> <p>— (1) One way</p> <p>— (2) Two way</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>38 39 Shoulder Type</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 10%; border: none;">Left</td> <td style="width: 10%; border: none;">Right</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(0) No shoulder</td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(1) Stabilized 2-6 ft.</td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(2) Stabilized >6 ft.</td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(3) Unstabilized 2-6 ft.</td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(4) Unstabilized >6 ft.</td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">(9) Unknown</td> </tr> </table> <hr style="width: 100%;"/> <p>40 Roadway Alignment</p> <p>— (1) Straight</p> <p>— (2) Curve right</p> <p>— (3) Curve left</p> <p>— (9) Unknown</p>	Left	Right		_____	_____	(0) No shoulder	_____	_____	(1) Stabilized 2-6 ft.	_____	_____	(2) Stabilized >6 ft.	_____	_____	(3) Unstabilized 2-6 ft.	_____	_____	(4) Unstabilized >6 ft.	_____	_____	(9) Unknown	<p>41. Roadway Profile</p> <p>— (1) Level</p> <p>— (2) Positive grade</p> <p>— (3) Negative grade</p> <p>— (4) Hillcrest</p> <p>— (5) Sag</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>42. Roadway Surface Type</p> <p>— (1) Concrete</p> <p>— (2) Bituminous</p> <p>— (3) Brick or block</p> <p>— (4) Slag, gravel or stone</p> <p>— (5) Dirt</p> <p>— (8) Other: _____</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>43. Roadway Surface Condition</p> <p>— (1) Dry</p> <p>— (2) Wet</p> <p>— (3) Snow or slush</p> <p>— (4) Ice</p> <p>— (5) Sand, dirt or oil</p> <p>— (8) Other: _____</p> <p>— (9) Unknown</p> <hr style="width: 100%;"/> <p>44. Traffic Controls</p> <p>— (00) No controls</p> <p>— (01) Flashing traffic signal</p> <p>— (02) On colors traffic signal</p> <p>— (03) Stop sign</p> <p>— (04) Yield sign</p> <p>— (05) Physically controlled RR crossing</p> <p>— (06) Stop sign for RR crossing</p> <p>— (07) Other RR crossing</p> <p>— (08) School zone sign</p> <p>— (09) Traffic controls not functioning</p> <p>— (10) Pedestrian signal</p> <p>— (98) Other</p> <p>— (99) Unknown</p> <hr style="width: 100%;"/> <p>45. Speed Limit</p> <p>— m.p.h. — Code actual posted or statutory speed limit</p> <p>— (99) Unknown</p>
Left	Right																					
_____	_____	(0) No shoulder																				
_____	_____	(1) Stabilized 2-6 ft.																				
_____	_____	(2) Stabilized >6 ft.																				
_____	_____	(3) Unstabilized 2-6 ft.																				
_____	_____	(4) Unstabilized >6 ft.																				
_____	_____	(9) Unknown																				
44	51																					
45	52																					
46	53																					
47	54																					
48	55																					
49	56																					
50	57																					

WAS THE DRIVER'S VEHICLE IN A SCHOOL ZONE?
(FOR USE IN CODING A36)

Yes _____
No _____

Occupant Data

Form Approved:
O.M.B. No. 2127-0021

<p>1. Primary Sampling Unit Number 1 2</p> <p>2. Case Number—Stratification 3 4 5 6</p> <p>3. Record Number 5 7</p> <p>4. Transaction Code 8</p> <p>5. Version Number 4 9</p> <p>6. Investigator I.D. Number 10</p>	<p>14. Occupant's Seat Position</p> <p>___ (01) Front seat-left side</p> <p>___ (02) Front seat-middle</p> <p>___ (03) Front seat-right side</p> <p>___ (04) Second seat-left side</p> <p>___ (05) Second seat-middle</p> <p>___ (06) Second seat-right side</p> <p>___ (07) Third seat-left side</p> <p>___ (08) Third seat-middle</p> <p>___ (09) Third seat-right side</p> <p>___ (10) Front seat-additional passenger</p> <p>___ (11) Second seat or beyond-additional passenger</p> <p>___ (12) Truck-tractor sleeping section</p> <p>___ (13) Other enclosed area:</p> <p>___ (14) In or on unenclosed area area type: _____</p> <p>___ (15) In or on trailing unit unit type: _____</p> <p>___ (99) Unknown 24 25</p> <p>(NOTE. INVESTIGATOR as used below refers to the product of individual observation, police reports, and any other sources used that culminated in the assessment which represents the final opinion of the investigator.)</p>		
IDENTIFICATION			
<p>7. Vehicle Number 11 12</p> <p>8. Occupant Number 13 14</p>	<p>15. Entrapment</p> <p>(NOTE. Entrapped means that part of the occupant was in the vehicle and mechanically restrained; jammed doors and immobilizing injuries by themselves are not sufficient to constitute entrapment.)</p>		
OCCUPANT INTERVIEW			
<p>9. Occupant's Age</p> <p>_____ year(s) – Code actual age at time of accident.</p> <p>___ (00) Less than one year old</p> <p>___ (97) 97 years and older</p> <p>___ (99) Unknown 15 16</p> <p>10. Occupant's Sex</p> <p>___ (1) Male</p> <p>___ (2) Female</p> <p>___ (9) Unknown 17</p> <p>11. Occupant's Height</p> <p>_____ inches – Code actual height to the nearest inch.</p> <p>___ (99) Unknown 18 19</p> <p>12. Occupant's Weight</p> <p>_____ pounds – Code actual weight to the nearest pound.</p> <p>___ (999) Unknown 20 21 22</p> <p>13. Occupant's Role</p> <p>___ (1) Driver</p> <p>___ (2) Passenger</p> <p>___ (9) Unknown 23</p>	<p>16. Ejection</p> <table style="width:100%; border:none;"> <tr> <td style="width:50%; border:none;"> <p>___ (0) Not entrapped</p> <p>___ (1) Entrapped</p> <p>___ (9) Unknown</p> </td> <td style="width:50%; border:none; text-align:right;"> <p>Inter- viewee</p> <p>Investi- gator</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 26</p> <p>___</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 27</p> <p>___</p> </td> </tr> </table>	<p>___ (0) Not entrapped</p> <p>___ (1) Entrapped</p> <p>___ (9) Unknown</p>	<p>Inter- viewee</p> <p>Investi- gator</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 26</p> <p>___</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 27</p> <p>___</p>
<p>___ (0) Not entrapped</p> <p>___ (1) Entrapped</p> <p>___ (9) Unknown</p>	<p>Inter- viewee</p> <p>Investi- gator</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 26</p> <p>___</p> <p>___ C</p> <p>___ O</p> <p>___ D</p> <p>___ E 27</p> <p>___</p>		

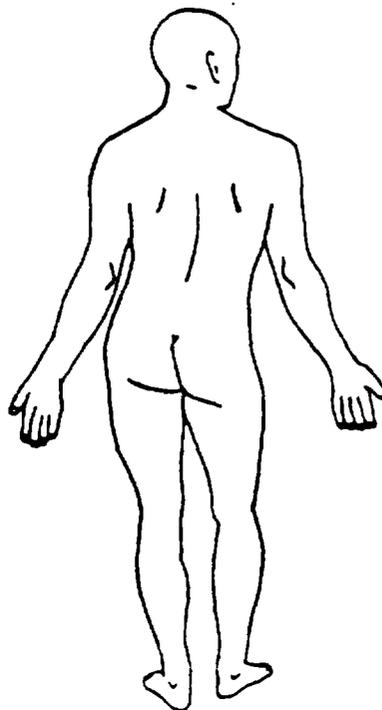
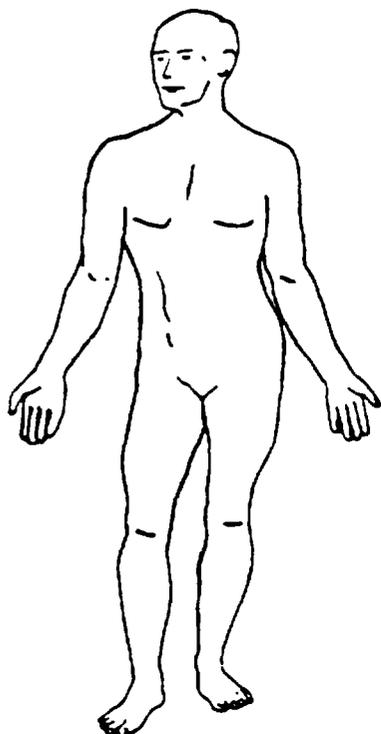
	<u>Inter-viewee</u>	<u>Investigator</u>			
	17. Ejection Area			19. Medium Status	
	___ (0) No ejection	___		<u>Inter-viewee</u>	<u>Investigator</u>
	___ (1) Windshield	___	C O D E	___ (0) No ejection	___
	___ (2) Left front	___		___ (1) Open	___
	___ (3) Right front	___		___ (2) Separation	___
	___ (4) Left rear	___		___ (3) Closed, closed when damaged	___
	___ (5) Right rear	___		___ (9) Unknown	___
	___ (6) Rear	___			30
	___ (7) Roof (convertible or sun roof)	___		20. Treatment – Mortality	
	___ (8) Other area (e.g., sidecar, back of pick-up, etc.)	___		<u>Inter-viewee</u>	<u>Official Sources</u>
	___ (9) Unknown	___		___ (1) Fatal	___
		28	Nonfatal	___	
	18. Ejection Medium		___ (2) Hospitalization	___	
	___ (0) No ejection	___	___ (3) Transported and released	___	
	___ (1) Door	___	___ (4) Treatment-other: _____	___	
	___ (2) Open roof structure	___	___ (5) No treatment	___	
	___ (3) Fixed windows	___	___ (9) Unknown	___	
				31	
	Operable windows				
	___ (4) Roll down type	___			
	___ (5) Hinged type	___			
	___ (6) Sliding type	___			
	___ (7) Other type	___			
	___ (8) Other medium _____	___			
	___ (9) Unknown _____	___			
		29			

COMMENTS

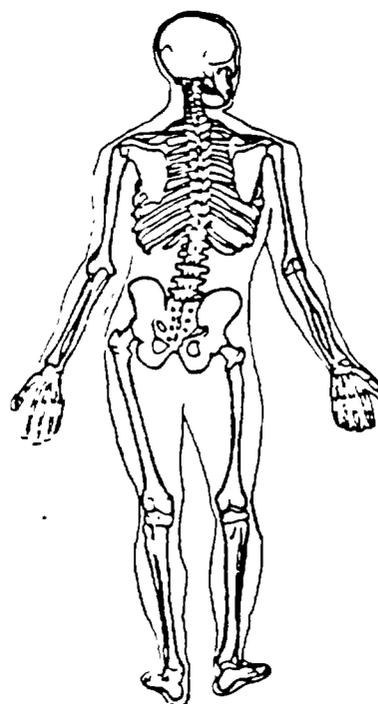
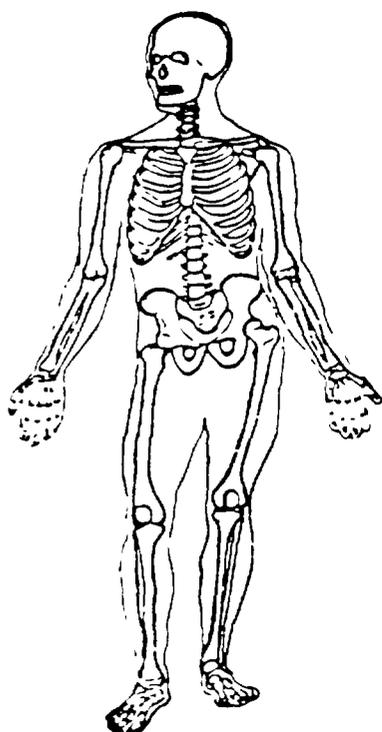
INJURY DATA FROM INTERVIEWEE

Indicate the *Nature*, *Location*, and injury *Source* of all injuries

Soft Tissue Injuries



Skeletal Injuries

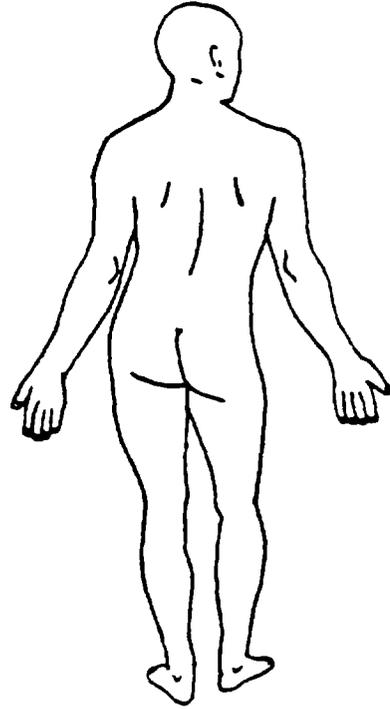
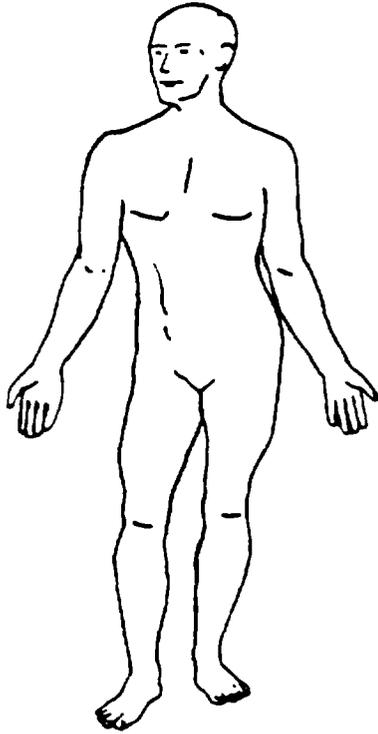


<u>Inter- viewee</u>	<u>Official Sources</u>	<u>Inter- viewee</u>	<u>Invest- igator</u>
21 Hospital Stay		25. Automatic (Passive) Restraint System Availability	
___ (00) Not Hospitalized	___	___ (0) Not equipped	___
___ day(s) – Code the number	___ C	___ (1) Airbag	___ C
of days (up to 30) that the	___ O	___ (2) Airbag disconnected	___ O
occupant stayed in hospital.	___ D	___ (3) Airbag not reinstalled	___ D
___ (31) 31 days or more	___ E	___ (4) 2 point automatic belts	___ E
___ (99) Unknown	___	___ (5) 3 point automatic belts	___
	32 33	___ (6) Automatic belts destroyed	___
		___ (9) Unknown	38
22. Working Days Lost		26. Automatic (Passive) Restraint Function	
___ (00) No working days lost		___ (0) Not equipped	___
___ day(s) – Code the number		___ (1) Automatic belt in use	___ C
of days (up to 30) that the		___ (2) Automatic belt not in use	___ O
occupant lost from work		___ (3) Deployed airbag	___ D
due to the accident.		___ (4) Nondeployed airbag	___ E
___ (31) 31 days or more		___ (9) Unknown	___
___ (32) Fatally Injured			39
___ (99) Unknown	34 35	27. Relation of Interviewee to Occupant	
<u>Inter- viewee</u>	<u>Invest- igator</u>	___ (0) No interview	
23 Manual (Active) Restraint System Availability		___ (1) Same person	
___ (0) None available-vehicle occupant	___	___ (2) Other accident involved person	
___ (1) Shoulder belt	___ C	_____	
___ (2) Lap belt	___ O	Uninvolved Person	
___ (3) Lap and shoulder belt	___ D	___ (3) Relative or friend	
___ (4) Child safety seat	___ E	___ (4) Other uninvolved person	
___ (5) Motorcycle helmet	___	_____	
___ (8) Restraint available – type	___	Combination of Persons:	
unknown or other _____	___	___ (5) One of which was accident involved	
___ (9) Unknown	___	___ (6) None of which were accident involved	
		___ (9) Unknown	40
24 Manual (Active) Restraint System Use	36	THIS COMPLETES THE INTERVIEW	
___ (0) None used – vehicle occupant	___		
___ (1) Shoulder belt	___ C		
___ (2) Lap belt	___ O		
___ (3) Lap and shoulder belt	___ D		
___ (4) Child safety seat	___ E		
___ (5) Motorcycle helmet	___		
___ (8) Restraint used – type unknown	___		
or other _____	___		
___ (9) Unknown	___		
	37		

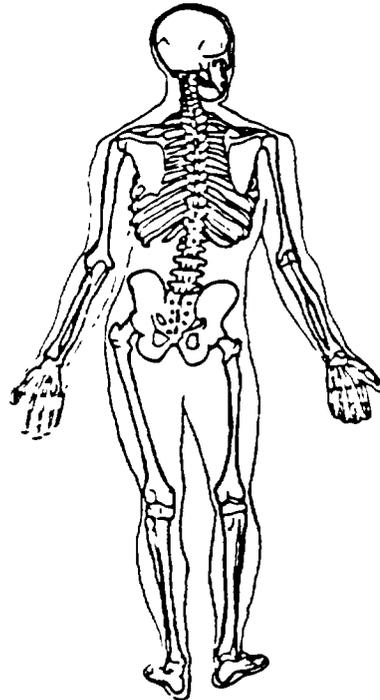
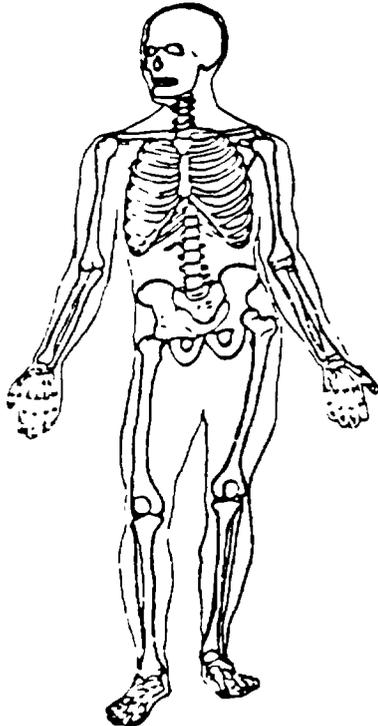
OFFICIAL INJURY DATA

Indicate the *Nature* and *Location* of *All* injuries.

Soft Tissue Injuries



Skeletal Injuries



OCCUPANT INJURY CLASSIFICATION

Consider all injuries which are reported from both unofficial and official sources. The information from official sources takes precedence over similar injuries reported by any other source. In other words, do not list the same injury twice, supercede the interview data with official data in the case of similar injuries. List all injuries by official medical sources first. Police reported injuries may be used, but only when no other source of injury information is available.

Were more than ten (10) injuries sustained? ___ Unknown, ___ No, ___ Yes – If more than ten dissimilar injuries were identified during the interview, from collection of official data, and from other unofficial sources (excluding police), list those from the official records first, exhausting that level of data before listing those from the interviewee or other sources.

	<u>I.S.S. Body Region</u>	<u>O.I.C. Body Region</u>	<u>Aspect</u>	<u>Lesion</u>	<u>System/ Organ</u>	<u>A.I.S. Severity</u>	<u>Injury Source</u>	<u>Source of Data</u>	<u>Source of Data</u>
1	—	—	—	—	—	—	—	—	Official
2	—	—	—	—	—	—	—	—	(01) Autopsy records with or without hospital/medical records
3	—	—	—	—	—	—	—	—	(02) Hospital medical records other than emergency room (e.g., discharge summary)
4	—	—	—	—	—	—	—	—	(03) Emergency room records only (including associated x-rays or other lab reports)
5	—	—	—	—	—	—	—	—	(04) Private physician
6	—	—	—	—	—	—	—	—	Unofficial
7	—	—	—	—	—	—	—	—	(05) Lay coroner report
8	—	—	—	—	—	—	—	—	(06) E.M.S. personnel
9	—	—	—	—	—	—	—	—	(07) Interviewee
10	—	—	—	—	—	—	—	—	(08) Other source.
									(09) Police
									(99) Unknown if injured
									(00) Not injured

I.S.S. Body Region

- (1) Head or neck
- (2) Face
- (3) Chest
- (4) Abdominal or pelvic contents
- (5) Extremities or pelvic girdle
- (6) General (external)
- (0) Not injured
- (9) Unknown

O.I.C. Body Region

- (H) Head – skull
- (F) Face
- (N) Neck – cervical spine
- (S) Shoulder
- (X) Upper limb(s) (whole or unknown part)
- (A) Arm (upper)
- (E) Elbow
- (R) Forearm
- (W) Wrist – hand
- (C) Chest
- (M) Abdomen
- (B) Back – thoracolumbar spine
- (P) Pelvic – hip
- (Y) Lower limb(s) (whole or unknown part)
- (T) Thigh
- (K) Knee
- (L) Leg (lower)
- (Q) Ankle – foot
- (O) Whole body
- (U) Injured, unknown region
- (0) Not injured
- (9) Unknown if injured

Aspect of Injury

- (R) Right
- (L) Left
- (B) Bilateral
- (C) Central
- (A) Anterior – front
- (P) Posterior – back
- (S) Superior – upper
- (I) Inferior – lower
- (W) Whole region
- (U) Injured, unknown aspect
- (0) Not injured
- (9) Unknown if injured

Lesion

- (L) Laceration
- (C) Contusion
- (A) Abrasions
- (F) Fractures
- (K) Concussion
- (V) Avulsion
- (R) Rupture
- (S) Sprains
- (D) Dislocations
- (N) Crushing
- (M) Amputation
- (B) Burn
- (O) Other
- (U) Injured, unknown lesion
- (Z) Fracture and dislocation
- (E) Total severance, transection
- (T) Strain
- (G) Detachment separation
- (P) Perforation, puncture
- (0) Not injured
- (9) Unknown if injured

System/Organ

- (S) Skeletal
- (V) Vertebrae
- (J) Joints
- (D) Digestive
- (L) Liver
- (N) Nervous system
- (B) Brain
- (C) Spinal cord
- (E) Ears
- (A) Arteries – veins
- (H) Heart
- (Q) Spleen
- (G) Urogenital
- (K) Kidneys
- (R) Respiratory
- (O) Eye
- (P) Pulmonary – lungs
- (M) Muscles
- (I) Integumentary
- (T) Thyroid, other endocrine gland
- (W) All systems in region
- (U) Injured, unknown system
- (0) Not injured
- (9) Unknown if injured

Abbreviated Injury Scale

- (1) Minor injury
- (2) Moderate injury
- (3) Severe injury
- (4) Serious injury
- (5) Critical injury
- (6) Maximum (untreatable)
- (7) Injured, unknown severity
- (0) Not injured
- (9) Unknown if injured

Injury Source

(00) No injury

FRONT

- (01) Windshield
- (02) Mirror
- (03) Steering assembly, including transmission selector level when column mounted
- (04) Add-on equipment (e.g., CB, tape deck, air conditioner)
- (05) Instrument panel and below, excluding foot controls and parking brake
- (09) Other front object

SIDE

- (11) Side interior surface, excluding hardware or armrests
- (12) Side hardware or armrests
- (13) A pillar
- (14) B pillar
- (15) Other pillar
- (16) Window glass or frame
- (19) Other side object

INTERIOR

- (21) Seat, back support
- (22) Belt restraint system
- (23) Head restraint
- (24) Air cushion
- (25) Other occupants

- (26) Interior loose objects
- (29) Other interior object

ROOF

- (31) Front header
- (32) Rear header
- (33) Roof side rails
- (34) Roof or convertible top

FLOOR

- (41) Floor
- (42) Floor or console mounted transmission lever, including console
- (43) Parking brake handle
- (44) Foot controls including parking brake

REAR

- (51) Backlight (rear window)
- (52) Backlight storage rack, door, etc.
- (59) Other rear objects

EXTERIOR of OCCUPANT'S VEHICLE

- (61) Hood
- (62) Outside hardware (e.g., outside mirror, antenna)
- (63) Other exterior surface or tires
- (69) Unknown exterior objects

EXTERIOR of OTHER MOTOR VEHICLE

- (71) Bumper
- (72) Hood edge
- (73) Other front of vehicle
- (74) Hood
- (75) Hood ornament
- (76) Windshield, roof rail, A-pillar
- (77) Side surface
- (78) Side mirrors
- (79) Other side protrusions
- (80) Rear surface
- (81) Undercarriage
- (82) Unknown exterior of other motor vehicle

OTHER VEHICLE or OBJECT in the ENVIRONMENT

- (86) Ground
- (87) Other vehicle or object
- (89) Unknown vehicle or object

NONCONTACT INJURY

- (90) Noncontact injury source (impact force)
- (97) Injured, unknown source
- (99) Unknown if injured

OCCUPANT INJURY CLASSIFICATION

If there are six or less injuries listed in the O.I.C. reduction section, code all of the injuries ordered by Source of Data (1st-autopsy, 2nd-hospital/medical, 3rd-emergency room, 4th-private physician, or 5th-unofficial sources) and by A.I.S. severity within source.

If there are more than six injuries order the injuries by source and by A.I.S. severity within source. Code this ordering, injury by injury. If a group of ordered injuries has the same source, the same A.I.S., and the group includes at least the sixth and seventh injuries in the ordering, then a choice must be made as to which injury or injuries to code.

Choose the injury or injuries that will enable the maximum number of different I.S.S. body regions to be represented in the coded data. If no new I.S.S. body region can be added, then simply code in accordance with the original ordering.

If the occupant has less than six injuries, then the number of rows required to be completed is equal to the number of injuries plus one (e.g., no injuries requires one row i.e., columns 41 to 49). In the additional row "No injury" will be coded for all variables including A.I.S. severity.

Update Candidate: Yes No

	<u>I.S.S. Body Region</u>	<u>O.I.C. Body Region</u>	<u>Aspect</u>	<u>Lesion</u>	<u>System/ Organ</u>	<u>A.I.S. Severity</u>	<u>Injury Source</u>	<u>Source of Data</u>
1st	—	28. <u>41</u>	29. <u>42</u>	30. <u>43</u>	31. <u>44</u>	32. <u>45</u>	33. <u>46</u> <u>47</u>	34. <u>48</u> <u>49</u>
2nd	—	35. <u>50</u>	36. <u>51</u>	37. <u>52</u>	38. <u>53</u>	39. <u>54</u>	40. <u>55</u> <u>56</u>	41. <u>57</u> <u>58</u>
3rd	—	42. <u>59</u>	43. <u>60</u>	44. <u>61</u>	45. <u>62</u>	46. <u>63</u>	47. <u>64</u> <u>65</u>	48. <u>66</u> <u>67</u>
4th	—	49. <u>68</u>	50. <u>69</u>	51. <u>70</u>	52. <u>71</u>	53. <u>72</u>	54. <u>73</u> <u>74</u>	55. <u>75</u> <u>76</u>
5th	—	56. <u>77</u>	57. <u>78</u>	58. <u>79</u>	59. <u>80</u>	60. <u>81</u>	61. <u>82</u> <u>83</u>	62. <u>84</u> <u>85</u>
6th	—	63. <u>86</u>	64. <u>87</u>	65. <u>88</u>	66. <u>89</u>	67. <u>90</u>	68. <u>91</u> <u>92</u>	69. <u>93</u> <u>94</u>

70. Injury Severity (Police Rating)

- (0) 0-No injury
- (1) C-Possible injury
- (2) B-Nonincapacitating injury
- (3) A-Incapacitating injury
- (4) K-Killed
- (5) Injured, severity unknown
- (6) Died prior to accident
- (9) Unknown

95

If any of the coded Injury Sources have "other" codes, i.e. 09, 15, 19, 29, 59, 63, 73, 79, or 87, describe the injury source below in the space provided. Clearly indicate each description by numerical value.

COMMENTS

APPENDIX B

PRIMARY SAMPLING UNIT (PSU) CODES

APPENDIX B

PRIMARY SAMPLING UNIT (PSU) CODES

<u>Values</u>	<u>Strata</u>	<u>Description</u>
01, 03, 31	1	Central city, one of the 10 largest 1970 SMSA's
51, 78, 85	2	Central city, one of the 11th-60th largest 1970 SMSA's
28, 32, 79	3	Suburban, one of the 17 largest 1970 SMSA's; low gas sales
06, 29, 77	4	Suburban, one of the 17 largest 1970 SMSA's; high gas sales
33, 52, 80	5	Suburban, one of the 18th-60th largest 1970 SMSA's, or PSU within 61st-119th largest SMSA's not containing a central city
04, 27, 82	6	PSU within 61st-119th largest SMSA's containing a central city
02, 30, 55	7	PSU containing towns with 1977 population over 19,718; low gas sales
07, 26, 81	8	PSU containing towns with 1977 population over 19,718; high gas sales
53, 54, 84	9	PSU with no town with 1977 population over 19,718; low gas sales
05, 76, 83	10	PSU with no town with 1977 population over 19,718; high gas sales

APPENDIX C

CODING INFORMATION FOR VEHICLE MAKE/MODEL

APPENDIX C

CODING INFORMATION FOR VEHICLE MAKE/MODEL

The primary source of information on vehicle make and model is vehicle inspection; the VIN provides vehicle make data. Secondary sources include the police report and interviewees.

If the make of the vehicle is known, but if it is unknown whether or not the vehicle was a passenger car, a truck, or motorcycle, then Vehicle Model is coded "00" (Unknown).

If the make of the vehicle is not known (e.g., a hit-and-run vehicle), then Vehicle Make is coded "99" (Unknown), and Vehicle Model is coded "00" (Unknown). However, if the make of the vehicle is not known but the vehicle is known to be an automobile (e.g., from police report or interviewees), Vehicle Model is coded "99" (Unknown (automobile)).

Vehicle models are organized into general groups. These groups are:

01-29	domestic passenger car
31-59	imported passenger car (including domestically-produced Volkswagen)
60-69	motored cycles (including motorcycles, mini-bikes, motor scooters, dirt bikes, and mopeds)
70-76	light trucks (LTV's)
78-79	other and/or unknown light trucks
80-87	trucks and buses (includes all trucks over 10,000 lbs GVWR except those pickup type trucks coded "50" under Body Type, and all busses except those that are van-based)
87,89	other and/or unknown truck or bus over 10,000 lbs GVWR
97,99	other, unknown automobile
00	Unknown vehicle model

Vehicles with model code "71" (truck-based utility vehicles) are coded under Body Type as "43" (On or off road vehicle) and thus are classified as "other motor vehicles" for sampling purposes. On the other hand, models coded

"76" (truck-based station wagon) and are treated as "trucks" for sampling purposes.

Unless otherwise stated, the following vehicle make and model codes are current through December 1980.

Trucks and Busses

[03] AM General	[48] Subaru
80 Brockway	[49] Toyota
[20] Chevrolet	[30] Volkswagen
81 Diamond Reo	[51] Volvo
[35] Datsun	88 White (prior to 19__)
[07] Dodge	
[12] Ford	95 Other
82 Freightliner or White Freightliner	<u>V13</u>
83 FWD	01 Autocar
[23] GMC	02 Auto-Union-DKW
84 International Harvester	03 Divco
[38] Isuzu	04 Western Star
[02] Jeep	98 Other truck or bus (e.g., Oshkosh, IVECO)
85 Kenworth	
86 Mack	
[41] Mazda	98 Other make (use codes 29, 59, 69, 70, or 95 if applicable)
[42] Mercedes Benz	
87 Peterbilt	
[09] Plymouth	99 Unknown make

Alphabetical Listing of Makes

31 Alfa Romeo	83 FWD	21 Oldsmobile
03 AM General	23 GMC	18 Opel
01 American Motors	62 Harley-Davidson	87 Peterbilt
5931 Aston Martin	5936 Hillman	09 Plymouth
32 Audi	37 Honda	44 Peugeot
33 Austin	84 International	22 Pontiac
34 BMW	Harvester	45 Porsche
5932 Bricklin	38 Isuzu	46 Renault
80 Brockway	39 Jaguar	5942 Rolls Royce/Bentley
60 BSA	5937 Jensen	5943 Rover
18 Buick	02 Jeep	47 Saab
19 Cadillac	63 Kawasaki	5944 Simca
2902 Checker	85 Kenworth	2901 Studebaker/Avanti
20 Chevrolet	5938 Lamborghini	48 Subaru
06 Chrysler	40 Lancia	5945 Sunbeam
5933 Citroen	13 Lincoln	66 Suzuki
35 Datsun	5939 Lotus	50 Triumph
5934 Delorean	86 Mack	49 Toyota
81 Diamond Reo	5940 Maserati	5946 TVR
07 Dodge	41 Mazda	30 Volkswagen
61 Ducati	42 Mercedes-Benz	51 Volvo
5935 Ferrari	14 Mercury	88 White (prior to 19__)
36 Fiat	43 MG	67 Yamaha
12 Ford	5941 Morris	
82 Freightliner or White Freightliner	64 Moto-Guzzi	
	65 Norton	

Vehicle Model Codes

Element Values:

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>American Motors (01)</u>			
-01	Rambler/American	Rogue, 220, 440, Scrambler	
-02	Rebel/Matador	550,770,551, Classic, Brougham, Barcelona, X, Marlin	
.03	Ambassador	880, 990, SST, DPL, Brougham	
.04	Pacer	DL, Limited	
.05	AMX	(2-Seater)	68-70
-06	Javelin	SST, AMX (1971-1974)	
-07	Hornet/Concord	SST, Sportabout, AMX (1975-1978), Limited, DL, SC 360	
-08	Spirit/Gremlin	Limited, DL, Custom, AMX (1979 on)	
-09	Eagle	DL, Limited	80-81
.10	SX4/Kamback	DL, Limited	81
98	Other (automobile)		
99	Unknown (automobile)		
<u>Jeep (02)</u>			
.01	CJ-2/CJ-3/CJ-4	Military	
-02	CJ-5/CJ-6/CJ-7/CJ-8		
71	Cherokee	Wide Track Chief, Commando, Jeepster	
73	Pick-up	J-10, J-20, Honcho	
76	Wagoneer	Custom	
78	Other (light truck)		
79	Unknown (light truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Jeep]		
<u>AM General (03)</u>			
-01	Dispatcher	Post Office (Jeep)	
75	Dispatcher	DJ-Series, Post Office Delivery (Van)	
87	Bus (rear engine)	Transit	
88	Other (truck)	Military off-road	
89	Unknown (truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [AM General]		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Chrysler (06)</u>			
07	LeBaron	S, Medallion, Salon	77 on
09	Cordoba	Crown, 300	
10	Newport/New Yorker	Town and Country, Brougham, Custom, Royal, 300 (through 1971)	
98	Other (automobile)		
99	Unknown (automobile)		
<u>Dodge (07)</u>			
01	Dart	170, 270, Custom, GT, Swinger, Sport, Demon, 340, 360, Special, Special Edition	
02	Coronet/Charger/Magnum	Brougham, Custom, Super Bee, Crestwood, Deluxe, XE, R/T, 440, 500	
03	Polara/Monaco	Custom, Special, Police, Taxi, Crestwood, Brougham	
04	Royal Monaco		
05	Challenger	R/T, T/A, Rallye	70-74
06	Aspen	Custom, Special Edition, Police	
07	Diplomat	Medallion, "S", Salon	
08	Omni	024, De Tomaso	
09	Mirada		
10	St. Regis		
11	Aries		
33	Challenger-Import		78 on
34	Colt	GT, Custom, Carousel	
71	Ramcharger		
72	D50/Colt Pickup		
73	D, W-Series Pickup		
74	Van	Sportsman Van, Royal, Maxiwagon	
81	Medium/Heavy: CBE		
82	Medium/Heavy: COE, low entry		
83	Medium/Heavy: COE, high entry		
84	Medium/Heavy: unk. engine location		
85	Medium: Bus (not van based)		
88	Other (truck)		
89	Unknown (truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Dodge]		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Imperial (08)</u>			
.10	Imperial	Imperial LeBaron	thru 75
98	Other (automobile)		
99	Unknown (automobile)		
<u>Plymouth (09)</u>			
- 01	Valiant/Duster/Scamp	100, Taxi, Brougham, Signet, Custom, Special 340, Special 360	
- 02	Satellitē/Belvedere	Belvedere I, II, GTX, Road Runner (through 1974), Brougham, Sebring, Sebring Plus, Superbird	
. 03	Fury	I, II, III, Road Runner (1975), Suburban, Salon, VIP, Sport	
. 04	Gran Fury	Sedan, Brougham, Custom, Sport, Suburban	
. 05	Barracuda	Formula "S", 340, Gran Coupe, AAR Cuda	
. 06	Volare	Custom, Premier, Road Runner (1976 on), Police	
. 07	Caravelle		
. 08	Horizon	TC-3, Turismo	
. 11	Reliant		
31	Cricket		
32	Arrow	GS, GT, Fire Arrow	
33	Sapporo		
34	Champ	Custom	
71	Trailduster		
72	Arrow pickup		
74	Van (Voyager)		
78	Other (light truck)		
79	Unknown (light truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Plymouth]		
<u>Ford (12)</u>			
. 01	Falcon	Falcon-Futura (through 1969)	thru 70
. 02	Fairlane	500, 500 XL, Fairlane-Torino (1968-1970)	thru 70
. 03	Mustang/Mustang II	Mach I, Boss, Grande, Cobra, Cobra II, Ghia	
. 04	Thunderbird	All sizes, Town Landau, Heritage	
. 05	LTD II	Squire, Brougham	77-79
. 06	LTD/Galaxy/Custom	XL, Landau, Ranch Wagon, Country Squire, S, 500, 500 XL, Brougham, Crown Victoria	
. 07	Ranchero	500, GT, Squire, Custom	
. 08	Maverick	Grabber	70-77
. 09	Pinto	MPG, Pony, ESS	71-80

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Ford (12) (cont'd.)</u>			
-10	Torino/Gran Torino	Elite, GT, Cobra, Sport, Squire, Brougham	71-76
-11	Granada	Ghia, L, GL, GLX	75-81
-12	Fairmont	Fairmont-Futura (1978-1981)	75-81
-13	Escort	L, GL, GLX, SS	81
31	English Ford	(e.g, Cortina)	
32	Fiesta		78-80
33	Pantera		
71	Bronco		
72	Courier Pickup		
73	F-Series Pickup	F-100 to F-350	
74	Van	E-Series, Econoline, Club Wagon, Chateau	
75	Van derivative	Cutaway based (e.g., box van, van bus/RV), P-Series, parcel	
78	Other (light truck)		
79	Unknown (light truck)		
81	Medium/Heavy: CBE	F-500 through F-800, L/LN/LNT/LT/LS/LTS-series	
82	Medium/Heavy: COE low entry	C/CT-series	
83	Medium/Heavy: COE high entry	CL/CLT-series	
84	Medium/Heavy: unk. engine location		
85	Medium Bus	B-series (not van based)	
88	Other (truck)		
89	Unknown (truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Ford]		
<u>Lincoln (13)</u>			
-01	Continental	Town Car	thru 81
-02	Mark	I, II, III, IV, V, VI	thru 81
-11	Versailles		77-80
98	Other (automobile)		
99	Unknown (automobile)		
<u>Mercury (14)</u>			
-02	Cyclone	GT, CJ, Spoiler	thru 71
-03	Capri-Domestic		79-81
-04	Cougar	Villager, Brougham	67-81
-05	Cougar XR7*	*(Cougar and Cougar XR7 are different models in 1981)	74-81
-06	Marquis/Monterey	Marauder, X-100, Parklane, Colony Park, S-55, Custom, Brougham	67-81
-08	Comet	Caliente, Capri (1966-1967), GT, Voyager, 202	

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Mercury (14) (cont'd.)</u>			
-09	- Bobcat		75-80
-10	Montego	GT, MX, Villager, Brougham	72-76
.11	Monarch	Ghia	75-81
.12	Zephyr	Z7	78-81
-13	Lynx		81
31	Capri-Import	Capri (1970-1978), Capri II	70-78
98	Other (automobile)		
99	Unknown (automobile)		
<u>Buick (18)</u>			
-01	Regal/Century/ Special	GS, GS350, GS400, GS455, Luxus, Skylark (thru 1972), Sportswagon, Wagon, Custom, Special, Sport Coupe, Limited	
.02	LeSabre/Wildcat/ Centurion	Estate wagon, Custom, Luxus, Sport Coupe, Wagon, Limited	
.03	Electra/Electra 225	Custom, Limited, Park Avenue, Wagon	
.05	Riviera	"S" Type, "T" Type	
.08	Apollo	S/R	73-75
.12	Skyhawk	"S" Type, Road Hawk	75-81
.15	Skylark	Limited, Sport, S/R, "S", Custom (see code 01)	73 up
31	Opel Kadett		thru 75
32	Opel Manta/1900	Luxus, Rallye, Sports Coupe	thru 75
33	Opel GT		thru 75
34	Opel Isuzu	Deluxe, Sport	76-79
98	Other (automobile)		
99	Unknown (automobile)		
<u>Cadillac (19)</u>			
03	DeVille/Brougham	Calais, 60-Special, Coupe, Sedan, Fleetwood	
04	Limousine	Fleetwood 75, Formal	
05	Eldorado		
06	Commercial Series	(e.g., ambulance/hearse)	thru 81
.14	Seville	Elegante	76 up
.16	Cimarron		81
98	Other (automobile)		
99	Unknown (automobile)		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Chevrolet (20)</u>			
-01	Malibu/Chevelle	Classic, Concours, Laguna, S-3, Nomad, Greenbriar, Estate, 300, SS-396/454, Deluxe	64 on
-02	Caprice/Impala	Classic, Kingswood, Townsman, Estate, Brookwood, Super Sport, Bel Air, Biscayne	
-04	Corvette	Stingray	53 on
-06	Corvair	Corvair Monza, 500, Corvair Spyder, Corsa	thru 69
-07	El Camino	Royal Knight	59 on
.08	Nova	Chevy II, Chevy Nova, LN, Concours	thru 79
.09	Camaro	SS, LT, Z-28, Berlinetta	67 up
.10	Monte Carlo		70 up
.11	Vega	GT, Cosworth, Kamback	71 on
.12	Monza	2 + 2, Spyder, Sport, Towne Coupe	75-81
.13	Chevette	Scooter	76 on
-15	Citation	X-11	80 on
-16	Cavalier		81
71	Blazer		
72	LUV pickup		
73	C, K-Series Pickup		
74	G-Series Van	Beauville, Chevy Van	
75	Van Derivatives	P-Series, Parcel Van	
76	Suburban		
78	Other (light truck)		
79	Unknown (light truck)		
81	Medium/Heavy: CBE	C50, C60 and C65 series, M60 and M65 series, H70, H80 and H90 series, J70, J80 and J90 series, Bison 90	
82	Medium/Heavy: COE low entry	T60 and T65 series	
83	Medium/Heavy: COE high entry	Titan 90	
84	Medium/Heavy: unk. engine location		
85	Bus	S60 series	
88	Other (truck)		
89	Unknown (truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Chevrolet]		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Oldsmobile (21)</u>			
.01	Cutlass	Supreme, Calais, Cruiser, "S", "LS", Salon, Brougham, Vista Cruiser, 442, F-85 (thru 1972), Rallye 350	
02	Delta 88	Royale, Custom, Custom Cruiser Jetstar 88, Delmont 88, Delta, Starfire (thru 1966)	
.03	Ninety-Eight	Regency, Luxury	
.05	Toronado	Brougham, XSR, Custom	
.06	Commercial Series	Chassis Cowl, CKD Chassis	
-12	Starfire	"SX"	75-81
.15	Omega	Brougham, Salon, F-87, F-85 (1975 on)	73 on
98	Other (automobile)		
99	Unknown (automobile)		
<u>Pontiac (22)</u>			
01	LeMans/Tempest	Grand Am, Safari, T-37, Grand Sport, Luxury, Custom, GTO (thru 1973), Judge, GT-37, Sprint	
02	Bonneville/Catalina	Brougham, Grand Safari, Safari, GrandVille, Executive, 2 + 2, Starchief	
.08	Ventura	SJ, Custom, II, Sprint, GTO (1974 on)	77
09	Firebird/Trans Am	Esprit, Formula, Skybird, Redbird, Yellowbird, Spring	68 up
10	Grand Prix	LJ, SJ, Brougham	
11	Astre	Safari, Wagon, SJ, Custom	75-77
12	Sunbird	Sport, Safari, Wagon	76 up
15	Phoenix	LJ, SJ	78 up
16	J-2000		81
98	Other (automobile)		
99	Unknown (automobile)		
<u>GMC (23)</u>			
.07	Caballero/Sprint		
71	Jimmy		
73	C, K-Series Pickup		
74	G Van/Vandura, Rally Van		
75	Van Derivatives	P-Series, Value Van	
76	Suburban		
78	Other (light truck)		
79	Unknown (light truck)		
81	Medium/Heavy: CBE	C-5000, C-6000, and C-7000 series, Brigadier 8000, Brigadier 9500, General 9500	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes
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GMC (23) (cont'd.)

82	Medium/Heavy: COE low entry	W-6000, W-7000
83	Medium/Heavy: COE high entry	Astro 95
84	Medium/Heavy: unk. engine location	
85	Bus	B-6000
88	Other (truck)	
89	Unknown (truck)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [GMC]	

Other domestic (29)

01	Studebaker/Avanti	
02	Checker	
98	Other (automobile)	[e.g., Desoto]

Volkswagen (30)

01	Karmann Ghia	1300, 1500
02	Beetle	
03	Super Beetle	
04	411/412	Squareback, Fastback
05	Squareback/Fastback	Type 3, 1600
06	Rabbit	
07	Dasher	
08	Scirocco	
09	The Thing	
10	Jetta	
72	Rabbit Pickup	
74	Van/Vanagon/Camper	
78	Other (light truck)	
79	Unknown (light truck)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [Volkswagen]	

Alfa Romeo (31)

-01	Spider	Veloce, 2000/1750, all roadsters
02	Sports Sedan	Alfetta, Berlina, 2000/1750, Giulia Super, 4 door sedans
-03	Sprint Veloce	Alfetta GT 2000 GTV, 1750 GTV, Giulia Sprint GT, all 2 door coupes
98	Other (automobile)	
99	Unknown (automobile)	

Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes
<u>Audi (32)</u>		
.01	Super 90	
-02	100	LS, GL
.03	Fox	
.04	4000	
-05	5000	
98	Other (automobile)	
99	Unknown (automobile)	
<u>Austin/Austin Healey (33)</u>		
.01	Marina	GT
-02	America	
-03	Healey Sprite	
.04	Healey 3000	Healey 100
.05	Mini	
98	Other (automobile)	
99	Unknown (automobile)	
<u>BMW (34)</u>		
.01	1600, 2002	T11
-02	Coupe	3.0CS, 2800 CS
.03	Bavaria Sedan	2500, 2800
.04	630, 633	
-05	320i	
-06	528i, 530i	
-07	733i	
61	0- 50 cc	
62	51-124 cc	
63	125-349 cc	
64	350-449 cc	
65	450-749 cc	
66	750 cc or over	
69	Unknown (cc)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [BMW]	

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Datsun (35)</u>			
01	F-10		
02	200 SX		
03	B210/210/1200	Honeybee	
04	240/260/280	Z, ZX, 2 + 2	
05	310		
06	510	PL	
07	610	PL	
08	710	PL	
09	810		
10	Roadster (SPL 311/ SRL 311)	1600/2000 Convertible	thru 70
11	PL 411/RL 411		
72	Pickup		
78	Other (light truck)		
79	Unknown (light truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Datsun]		
<u>Fiat (36)</u>			
01	124 (Coupe/Sedan)	Sport	
02	124 (Spider)	Spider 2000	
03	Brava/131		
04	850 (Coupe & Spyder)		
05	128		
06	X-1/9		
07	Strada		
98	Other (automobile)		
99	Unknown (automobile)		
<u>Honda (37)</u>			
01	Civic	1300, 1500, CVCC	
02	Accord	LX, CVCC	
03	Prelude		
04	600	Coupe, Sedan	
61	0- 50 cc		
62	51-124 cc		
63	125-349 cc		
64	350-449 cc		
65	450-749 cc		
66	750 cc or over		
69	Unknown (cc)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Honda]		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Isuzu (38)</u>			
01	Gemini		
72	Rodeo (Pick-up)		
78	Other (light truck)		
79	Unknown (light truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Isuzu]		
<u>Jaguar (39)</u>			
01	XJ-S Coupe		
02	XJ6/XJ12 Sedan/Coupe	L, XJ, C, 420/340 Sedans	
03	XK-E	2 + 2, V-12 roadster	
98	Other (automobile)		
99	Unknown (automobile)		
<u>Lancia (40)</u>			
01	Beta Sedan/HPE		
02	Beta Coupe/Zagato		
03	Scorpion		
98	Other (automobile)		
99	Unknown (automobile)		
<u>Mazda (41)</u>			
01	RX2		
02	RX3		
03	RX4		
04	RX7		
05	GLC		
06	Cosmo		
07	626		
08	808		
09	Mizer		thru 76
10	R-100		thru 72
11	618/616		
12	1800		
72	Pick-up		
78	Other (light truck)		
79	Unknown (light truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Mazda]		

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Mercedes-Benz (42)</u>			
01	200/220/230/240/250/280/300 (Sedan and 5 passenger Coupe "C" only)	SE, CD, D, SD, TD, CE, E [excludes 280 S, 280 SE (1975 on), 300 SD Sedan (see Code 07)]	
02	230 SL/280 SL (2 passenger)		
03	350 SL/450 SL/380 SL		
04	350 SLC/450 SLC/380 SLC		
05	300 SEL/280 SEL		
06	450 SEL/380 SEL		
07	450 SE	280 S, 280 SE (1975 on), 300 SD Sedan	
08	600/6.9 Sedan	Pullman	
81	Medium/Heavy: CBE		
82	Medium/Heavy: COE low entry		
83	Medium/Heavy: COE high entry		
84	Medium/Heavy: unk. engine location		
85	Medium: Bus		
88	Other (truck)		
89	Unknown (truck)		
98	Other (automobile)		
99	Unknown (automobile)		
00	Unknown [Mercedes-Benz]		

MG (43)

01	MG Midget		
02	MGB		
03	MGB GT		
04	MGA		
05	TA/TC/TD/TF		
06	MGC	MGC/GT	
98	Other (automobile)		
99	Unknown (automobile)		

Opel See Buick--(18)

Vehicle Model (cont'd.)

<u>Model Code</u>	<u>Vehicle Line</u>	<u>Includes</u>	<u>Model Years</u>
<u>Peugeot (44)</u>			
01	- 304		
02	403		
03	404		
04	505/504		
05	604	SL	
98	Other (automobile)		
99	Unknown (automobile)		
<u>Porsche (45)</u>			
01	911	S, E, T, SC, Carrera	
02	912/912E		
03	914	914/6	
04	924	Turbo	
05	928		
06	930/Turbo		
98	Other (automobile)		
99	Unknown (automobile)		
<u>Renault (46)</u>			
01	LeCar	5	
02	10/Dauphine/ Caravelle/R-8		
03	12	R12	
04	15	R15TL	
05	16		
06	17	R17, Gordini Coupe	
07	R18i		
98	Other (automobile)		
99	Unknown (automobile)		
<u>Saab (47)</u>			
01	99/99E/900	Turbo	
02	Sonnet	Sonnet III, Sonnet 97	
03	95/96/97		
98	Other (automobile)		
99	Unknown (automobile)		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes
<u>Subaru (48)</u>		
01	FE/GF/DL/STD/GL/G/ GLF	4 wheel drive
02	Star	
03	360	
72	Brat	DL, GL
78	Other (light truck)	
79	Unknown (light truck)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [Subaru]	
<u>Toyota (49)</u>		
01	Corona	Custom, Deluxe, Mark II, 1900, 2000
02	Corolla	1100, 1200, 1600, Deluxe, Custom, SR 5
03	Celica	1900, 2000
04	Celica Supra	
05	Cressida	
06	Crown	2300, 2600
07	Carina	2000
08	Tercel	
09	Starlet	
71	Landcruiser	
72	Pick-up	
78	Other (light truck)	
79	Unknown (light truck)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [Toyota]	
<u>Triumph (50)</u>		
01	Spitfire	I, II, III, IV, 1500
02	GT6	
03	TR4	TR3, TR2, TR4A
04	TR6	TR 250
05	TR7/TR8	
06	Herald	Vitesse
07	Stag	
61	0- 50 cc	
62	51-124 cc	
63	125-349 cc	
64	350-449 cc	
65	450-749 cc	
66	750 cc or more	
69	Unknown (cc)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [Triumph]	

Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes
<u>Volvo (51)</u>		
01	122	S
02	142/144/145	S, Deluxe, GL, GLS, E
03	164	S, E
04	242/244/245	Deluxe, DL, GLE, GLT, GL
05	262/264/265	GL
06	1800	E, S, ES
07	P-544	
81	Medium/Heavy: CBE	
82	Medium/Heavy: COE low entry	
83	Medium/Heavy: COE high entry	
84	Medium/Heavy: unk. engine location	
85	Medium: Bus	
88	Other (truck)	
89	Unknown (truck)	
98	Other (automobile)	
99	Unknown (automobile)	
00	Unknown [Volvo]	
<u>Other import (59)</u>		
31	Aston Martin	
32	Bricklin	
33	Citroen	
34	Delorean	
35	Ferrari	
36	Hillman	
37	Jensen	
38	Lamborghini	
39	Lotus	
40	Maserati	
41	Morris	
42	Rolls Royce/Bentley	
43	Rover	
44	Simca	
45	Sunbeam	
46	TVR	
98	Other (automobile)	[e.g., Morgan, Singer]

Vehicle Model (cont'd.)

MOTORED CYCLE (60-69)

BSA (60)

Ducati (61)

Harley-Davidson (62)

Kawasaki (63)

Moto-Guzzi (64)

Norton (65)

Suzuki (66)

Yamaha (67)

Other Motored Cycle (69)

61 0- 50 cc
62 51-124 cc
63 125-349 cc
64 350-449 cc
65 450-749 cc
66 750 cc or over
69 Unknown (cc)

Mo-ped (70)

61 0- 50 cc
62 51-124 cc
69 Unknown (cc)

TRUCKS AND BUSES (80-83, 85-88)

Brockway (80)

Diamond Reo (81)

Freightliner or White Freightliner (82)

FWD (83)

Kenworth (85)

Mack (86)

Peterbilt (87)

White (88) [Prior to 19__]

80 Motor Home
81 Medium/Heavy: CBE
82 Medium/Heavy: COE low entry
83 Medium/Heavy: COE high entry
84 Medium/Heavy: unknown engine location
85+ Bus*
86 Bus: flat front, front engine
87 Bus: flat front, rear engine
88 Other (truck)
89 Unknown (truck)

*Use code "85" (Bus) if the frontal plane or the engine location is unknown.

Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes
<u>International Harvester (84)</u>		
71	Scout	Scout II, Utility Pickup, SS-2, Roadstar, Terra Traveltop, 800 Series, Traveler
73	Pickup/Panel	R100, 900A-1500C, 1000D-1500D, 1010-1510, 100-500
75	Multistop	Metro RM 120-160, MS1210, MS1510
76	Travellall	1010-1210, 100-200
78	Other (light truck)	
79	Unknown (light truck)	
80	Motor Home	1310 MHC, 1500 MHC
81	Medium/Heavy: CBE	Loadstar/Fleetstar, Paystar, CBE Transtar (4200), S-Series, Mixer
82	Medium/Heavy: COE low entry	CO, VCO, DCO (190-1950), Cargostar, LFM 5370 (Garbage)
83	Medium/Heavy: COE high entry	DCO, DCOT, UCO, VCOT, (405 Series), COE Transtar, Unistar, Concò 707B, 9600 Series
84	Medium/Heavy: unk. engine location	
85	Bus: Conventional	R153-1853, Loadstar 1603-1853
86	Bus: flat front, front engine	173 FC, 183 FC
87	Bus: flat front, rear engine	183RE, 193RE, (transit)
88	Other (truck)	Fire Truck - R140-R306, CO 8190
89	Unknown (truck)	
00	Unknown [International Harvester]	

Other (Truck or Bus) (95)

01	Autocar	
02	Auto-Union-DKW	
03	Divco	
04	Western Star	
78	Other (light truck)	
88	Other (truck)	[e.g., Oshkosh, IVECO]

Other make (98)

00	Unknown	
99	Unknown (automobile)	

Unknown make (99)

00	Unknown (as to automobile, motored cycle, light truck, or truck)	
79	Unknown (light truck)	
89	Unknown (truck)	
99	Unknown (automobile)	

APPENDIX D

FILE ADJUSTMENTS

APPENDIX D
FILE ADJUSTMENTS

The 1981 NASS file contains two features which are not addressed elsewhere in this Manual. First, missing cases were imputed for the first six months for PSU 76. Second, since a different number of PSU's were operating in the first and second half of the year, the file has a split nature.

Imputation of Missing Cases

From January 1 to June 30, PSU 76, one of the original ten sites, did not investigate cases. Without PSU 76, the NASS file would not give valid national estimates. Thus, it was necessary to impute, or "fill in," an estimate of the data which would have been gathered had this PSU operated for the full year.

The best data for estimating what would have happened in this PSU in 1981 are what actually did happen in 1980. Thus for these missing cases, the 1981 file contains copies of the cases actually investigated in this PSU in 1980. The PSU weighting factors are multiplied by an adjustment factor to account for changes in the overall accident activity between the two years. This adjustment factor equals the ratio of the total number of police-reported accidents in the PSU during the missing months of 1981 divided by the same count for the same months in 1980. For PSU 76, this adjustment factor is 0.977.

Where possible, 1980 codes were translated into their 1981 equivalents. Sometimes more than one variable was used to infer data. Where this was not possible, the variables were coded "Unknown." All imputed cases are identifiable since they alone have case numbers of 600 and above.

Split File

During 1981, NASS grew closer to the planned 75 PSU's. Interim NASS plans include 10, 30, and 50 PSU designs. These PSU designs can help provide case weights when accidents are sampled from the designated strata. Between July 1 and December 31, cases from the appropriate 30 PSU's are available; hence the 30 PSU design was used.

Between January 1 and June 30, cases for 18 PSU's are available. Eight of the initial 10 strata had two PSU's; two strata had one PSU. The two-PSU strata used 3/2 times the weights from the 30 PSU design. The one-PSU strata used weights from the 10 PSU design. Figure D-1 show the 18 PSU's distributed among the 10 strata.

For national estimates, the file should be run for the entire year. Consequently, this modification is transparent to a user.

Figure D-1. 18 PSU's BY STRATA

<u>STRATA</u>	<u>PSU NUMBERS</u>
1	01, 03
2	51, 78
3	28
4	29, 77
5	52, 80
6	04, 27
7	02, 30
8	26
9	53, 54
10	05, 76

APPENDIX E

SUBJECT INDEX

APPENDIX E
SUBJECT INDEX

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Access Control				
- Accident level	ACCESS	Acc	51	A27
- Driver level	D_ACCESS	Drv	48	D36
Accident Fatalities				
- Total	DEATHS	Acc	103-104	Derived
- in Vehicle	VDEATHS	Veh	145-146	Derived
Accident Outcome				
- among pedestrian/nonmotorists	PED_OUT	Acc	101	Derived
- among vehicle occupants	OCC_OUT	Acc	102	Derived
Active Restraint System				
See - MANUAL RESTRAINT SYSTEM				
Additional License Restriction	ADD_REST	Drv	40	D28
Additional Restriction of Roadway				
See - ADDITIONAL RIGHT-OF-WAY RESTR.				
Additional Right-of-Way Restriction	ROW_SEC	Acc	65	A39
Age				
- Pedestrian/nonmotorist	PED_AGE	Ped	16-17	P09
- Occupant	OCC_AGE	Occ	15-16	O09
Air Bags				
See - AUTOMATIC RESTRAINT SYSTEM				
A.I.S. Severity				
See - OCCUPANT INJURY CLASSIFICATION				
Alcohol				
See - ALCOHOL INVOLVEMENT				
- ALCOHOL TEST RESULTS				
- DWI				
Alcohol Involvement				
- Driver (individual)	DDRINKNG	Drv	34	D23
- Drivers (total in accident)	ALC_DRI	Acc	129-130	Derived
- Ped/Nonmotorist (individual)	PDRINKNG	Ped	90	P63
- Ped/Nonmtrs. (total in accident)	ALC_PED	Acc	131-132	Derived
Alcohol Test Results				
- Driver	DTEST_RS	Drv	35-36	D24
- Pedestrian/nonmotorist	PTEST_RS	Ped	91-92	P64
Area Type (rural vs. urban)				
See - LAND USE				
Aspect, O.I.C.				
See - OCCUPANT INJURY CLASSIFICATION				
Atmospheric Conditions	WEATHER	Acc	42	A19
Automatic Restraint Systems				
- Availability	AUT_AVAI	Occ	38	O25
- Function	AUT_REST	Occ	39	O26
Automobile, Passenger				
- Number Involved in Accident	CARS	Acc	113-114	Derived
- Number Towed From Accident	CARS_TOW	Acc	115-116	Derived
Axles, Number of				
- Power Unit	AXLES_P	Veh	33	V20
- 1st Trailer	AXLES_T1	Veh	34	V21
- 2nd Trailer	AXLES_T2	Veh	35	V22
- 3rd Trailer	AXLES_T3	Veh	36	V23
Basis for Highest Delta "V"	DV_SOURC	Veh	106	V61
Bicycle Involvement				
See - TYPE PEDESTRIAN/NONMOTORIST				
Body Region, O.I.C.				
See - OCCUPANT INJURY CLASSIFICATION				

Subject	SAS Title	Level	Record Layout Column(s)	Data Collection Forms ID
Body/Trailer Configuration	BODY_CON	Veh	31-32	V19
Body Type, Vehicle	BODY_TYP	Veh	25-26	V14
Brakes, Type of	BRAKE_TY	Veh	37	V24
Bus Involvement				
See - BODY TYPE, VEHICLE				
- SCHOOL BUS-RELATED				
Cab Configuration	CAB_CONF	Veh	29	V17
Car, Passenger				
- Number Involved in Accident	CARS	Acc	113-114	Derived
- Number Towed from Accident	CARS_TOW	Acc	115-116	Derived
Cargo Weight, Vehicle	CARGO_WT	Veh	102-104	V59
Cargo Weight Information Source	WT_SOURC	Veh	105	V60
Carrier/Operation, Type of	TYPE_OP	Drv	23	D12
Case Number	CASE_ID	Acc	3-6	A02
		Drv	3-6	D02
		Occ	3-6	O02
		Ped	3-6	P02
		Veh	3-6	V02
Casulties				
See - TREATMENT - MORTALITY				
- ACCIDENT FATALITIES				
- INJURED PERSONS				
CDC's, More Than Two	MORE_CDC	Veh	66	V43
City/Town Where Accident Occurred				
See - PSU NUMBER				
Class Trafficway				
See - ROADWAY FUNCTION CLASS				
- TA-1 ROAD CLASS				
Clock Direction				
- Highest Delta "V"	CLOCK_PR	Veh	40-41	V26
- Secondary Delta "V"	CLOCK_SE	Veh	54-55	V35
Collision, Manner of	MAN_COLL	Acc	29	All
Collision, Nature of				
See - FIRST HARMFUL EVENT				
Compartment, Passenger				
See - PASSENGER COMPARTMENT				
Crash Damage Data for Highest Delta "V"				
- L	DV_L	Veh	119-122	V66
- C1	DV_C1	Veh	123-125	V67
- C2	DV_C2	Veh	126-128	V68
- C3	DV_C3	Veh	129-131	V69
- C4	DV_C4	Veh	132-134	V70
- C5	DV_C5	Veh	135-137	V71
- C6	DV_C6	Veh	138-140	V72
- D	DV_D	Veh	141-144	V73
- D		Veh	106-144	
CRASH Program				
Curb Weight, Vehicle	CURB_WT	Veh	99-101	V58
Cycling Experience, Months of	CYCLE_EX	Ped	24-25	P13
Cyclists, Number Involved in Accident	PED_CYCL	Acc	111-112	Derived
Damage Distribution, Type of				
- Highest Delta "V"	DISTRIPR	Veh	49	V32
- Secondary Delta "V"	DISTRISE	Veh	63	V41
Date of Accident				
See - DAY OF WEEK				
- MONTH				
- YEAR				
Day of Week of Accident	DAY_WEEK	Acc	17-18	Derived
Deformation Extent Guide				
- Highest Delta "V"	EXTENTPR	Veh	50-51	V33
- Secondary Delta "V"	EXTENTSE	Veh	64-65	V42
Deformation Location				
- Highest Delta "V"	DEFLOCPR	Veh	46	V29
- Secondary Delta "V"	DEFLOCSE	Veh	60	V38

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Delta "V"				
- Total	DV_TOTAL	Veh	107-108	V62
- Basis for Total	DV_SOURC	Veh	106	V61
- CDC/TDC for Highest		Veh	38-51	V25-V33
- CDC/TDC for Secondary		Veh	52-65	V34-V42
- Crash Damage Data for Highest		Veh	119-144	V66-V73
- Lateral Component	DV_LAT	Veh	112-114	V64
- Longitudinal Component	DV_LONG	Veh	109-111	V63
Direction of Force				
- Highest Delta "V"	DFORCEPR	Veh	44-45	V28
- Secondary	DFORCESE	Veh	58-59	V37
Direction of Travel Flow				
- Accident level	DIRECT	Acc	52	A28
- Driver level	D_DIRECT	Drv	49	D37
Division and Median Type, Trafficway				
- Accident level	MEDIAN	Acc	50	A26
- Driver level	D_MEDIAN	Drv	47	D35
Driver Education	DR_TRAIN	Drv	27	D16
Driver Classification	DR_CLASS	Drv	25	D14
Driver Presence (in Vehicle)	DR_PRES	Drv	17	D09
Driver's Experience				
- Months Driving Vehicle Type	DRIV_EXP	Drv	18-19	D10
- Mileage Driven This Vehicle	MILEAGE	Drv	20-22	D11
Driver's License				
See - LICENSE				
Driving While Intoxicated				
See - DWI				
Driving with Revoked or Suspended License Charged Against Driver	W_SUSPEN	Drv	31	D20
DWI				
- Charged Against Driver	DWI_VIOL	Drv	29	D18
- Previous Conviction(s)	PREV_DWI	Drv	43	D31
Ejection	EJECTION	Occ	27	O16
Ejection Area	EJ_AREA	Occ	28	O17
Ejection Medium	EJ_MED	Occ	29	O18
Ejection Medium Status	MED_STA	Occ	30	O19
Energy Absorption	ENERGY	Veh	115-118	V65
Entrapment	ENTRAP	Occ	26	O15
Experience				
See - CYCLING EXPERIENCE				
- DRIVER'S EXPERIENCE				
Expired License				
See - LICENSE STATUS				
Fatalities				
See - ACCIDENT FATALITIES				
- TREATMENT - MORTALITY				
Federal Safety Regulated	BMCS_REG	Drv	24	D13
Final Stratification	FIN_STRT	Acc	21	A08
Fire Occurrence	FIRE	Veh	92	V51
First Harmful Event	HARM_EV	Acc	27-28	A10
Forms Submitted, Number of				
- Occupant	OCCFORMS	Veh	15-16	V08
- Pedestrian/nonmotorist	PEDFORMS	Acc	33-34	A14
- Vehicle	VEHFORMS	Acc	31-32	A13
Frequency Road Driven (by this driver)	RD_FREQ	Drv	26	D15
Gross Vehicle Weight Rating (GVWR)	GVWR	Veh	28	V16
Handicap-Related License Restrictions				
See - LICENSE RESTRICTIONS				
Hazardous Cargo	HAZCARGO	Veh	98	V57
Helmet, Motorcycle				
See - MANUAL RESTRAINT SYSTEM				
Hit and Run	HIT_RUN	Acc	36	A16

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Hospitalization Required See - TREATMENT - MORTALITY				
Hospital Stay, Length of				
- Occupant	OHOSPDYS	Occ	32-33	O21
- Pedestrian/nonmotorist	PHOSPDYS	Ped	29-30	P16
Hour of Day of Accident	TIME	Acc	37-40	A17
Injured Persons, Number of				
- in Accident (seriously injured)	TINJ_SER	Acc	105-106	Derived
- in Accident (all injuries)	TINJURY	Acc	107-108	Derived
- in Vehicle (seriously injured)	VINJ_SER	Veh	147-148	Derived
- in Vehicle (all injuries)	VINJURY	Veh	149-150	Derived
Incremental Value of Shift				
- Highest Delta "v"	INCRE_PR	Veh	42-43	V27
- Secondary	INCRE_SE	Veh	56-57	V36
Injury Severity				
- Police Rating (occupant)	OINJ_SEV	Occ	95	O70
- Police Rating (ped./nonmtr.)	PINJ_SEV	Ped	88	P61
- I.S.S. (occupant)	ISS_O	Occ	96-97	Derived
- I.S.S. (pedestrian/nonmtr.)	ISS_P	Ped	93-94	Derived
Injury Source See - OCCUPANT INJURY CLASSIFICATION				
Interchange Geometry	GEOMETRY	Acc	53	A29
Interstate Highway See - TA-1 ROAD CLASS				
Intrusion Magnitude See - PASSENGER COMPARTMENT				
I.S.S. Index Score				
- Occupant	ISS_O	Occ	96-97	Derived
- Pedestrian/nonmotorist	ISS_P	Ped	93-94	Derived
Jackknife Occurrence	J_KNIFE	Veh	96	V55
Junction, Relation to	REL_JUNC	Acc	46	A23
Land Use (rural v. urban)	LAND_USE	Acc	43	A20
Lateral Component of Delta "v"	DV_LAT	Veh	112-114	V64
Leaving Scene, Manner of See Also - HIT AND RUN	TOWAWAY	Veh	18	V10
Length of Hospital Stay See - HOSPITAL STAY, LENGTH OF				
Lesion See - OCCUPANT INJURY CLASSIFICATION				
License Restriction(s)	L_RESTRI	Drv	39	D27
	ADD_REST	Drv	40	D28
	PREV_SUS	Drv	44	D32
License Revoked/Suspended, Previous See Also - LICENSE STATUS				
License Source	L_SOURCE	Drv	37	D25
License Status	L_STATUS	Drv	38	D26
Light Conditions	LGT_COND	Acc	41	A18
Location of Pedestrian/nonmotorist	PED_LOC	Ped	26-27	P14
Longitudinal Component of Delta "v"	DV_LONG	Veh	109-111	V63
Longitudinal or Lateral Location				
- Highest Delta "v"	LONGITPR	Veh	47	V30
- Secondary	LONGITSE	Veh	61	V39
LTV's (Light Trucks and Vans)				
- Number Involved in Accident	LTVS	Acc	119-120	Derived
- Number Towed from Accident	LTVS_TOW	Acc	121-122	Derived
Make, Vehicle	MAKE	Veh	21-22	V12
Manner of Collision	MAN_COLL	Acc	29	A11
Manner of Leaving Scene See Also - HIT AND RUN	TOWAWAY	Veh	18	V10

<u>Subject</u>	<u>Title</u>	<u>Level</u>	<u>Rec rd Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Manual Restraint System				
- Availability	MAN_AVAI	Occ	36	O23
- Use	MAN_REST	Occ	37	O24
Median Type, Trafficway				
- Accident level	MEDIAN	Acc	50	A26
- Driver	D_MEDIAN	Drv	47	D35
Medium Status				
See - EJECTION MEDIUM STATUS				
Mileage				
- Driven This Vehicle by Driver	MILEAGE	Drv	20-22	D11
- Odometer Reading	ODOMETER	Veh	86-88	V47
Model, Vehicle	MODEL	Veh	23-24	V13
Model Year, Vehicle (last 2 digits)	MOD_YEAR	Veh	19-20	V11
Month of Accident	MONTH	Acc	15-16	A07
More than 2 CDC's Documented	MORE_CDC	Veh	66	V43
Mortality				
See - TREATMENT - MORTALITY				
Most Severe Impact Role, This Vehicle	IMP_TYPE	Veh	93	V52
Motorcycle				
See - BODY TYPE				
- SPECIAL STUDIES				
Motorcycles & Mopeds, Number in Accident	MOTORCYC	Acc	117-118	Derived
Moving Violations				
- Charged Against Driver		Drv	28-33	D17-D22
- Previous Other Harmful	PREV_OTH	Drv	42	D30
National Inflation Factor	NATWT	Acc	84-91	Derived
Nonmotorists				
See - PEDESTRIAN categories				
Object Contacted				
- Highest Delta "v"	OBJ_CNPR	Veh	38-39	V25
- Secondary	OBJ_CNSE	Veh	52-53	V34
Occupant Forms, Number Submitted	OCCFORMS	Veh	15-16	V08
Occupant Injury Classification (O.I.C.)				
- A.I.S. Severity				
- First Injury	OAIS1	Occ	45	O32
	PAIS1	Ped	38	P23
- Second Injury	OAIS2	Occ	54	O39
	PAIS2	Ped	47	P30
- Third Injury	OAIS3	Occ	63	O46
	PAIS3	Ped	56	P37
- Fourth Injury	OAIS4	Occ	72	O53
	PAIS4	Ped	65	P44
- Fifth Injury	OAIS5	Occ	81	O60
	PAIS5	Ped	74	P51
- Sixth Injury	OAIS6	Occ	90	O67
	PAIS6	Ped	83	P58
- Aspect				
- First Injury	OASPECT1	Occ	42	O29
	PASPECT1	Ped	35	P20
- Second Injury	OASPECT2	Occ	51	O36
	PASPECT2	Ped	44	P27
- Third Injury	OASPECT3	Occ	60	O43
	PASPECT3	Ped	53	P34
- Fourth Injury	OASPECT4	Occ	69	O50
	PASPECT4	Ped	62	P41
- Fifth Injury	OASPECT5	Occ	78	O57
	PASPECT5	Ped	71	P48
- Sixth Injury	OASPECT6	Occ	87	O64
	PASPECT6	Ped	80	P55

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Collection Forms ID</u>
Occupant Injury Classification (cont.)				
- Body Region, O.I.C.				
- First Injury	OBODYRG1	Occ	41	O28
	PBODYRG1	Ped	34	P19
- Second Injury	OBODYRG2	Occ	50	O35
	PBODYRG2	Ped	43	P26
- Third Injury	OBODYRG3	Occ	59	O42
	PBODYRG3	Ped	52	P33
- Fourth Injury	OBODYRG4	Occ	68	O49
	PBODYRG4	Ped	61	P40
- Fifth Injury	OBODYRG5	Occ	77	O56
	PBODYRG5	Ped	70	P47
- Sixth Injury	OBODYRG6	Occ	86	O63
	PBODYRG6	Ped	79	P54
- Injury Source				
- First Injury	OCONTCT1	Occ	46-47	O33
	PCONTCT1	Ped	39-40	P24
- Second Injury	OCONTCT2	Occ	55-56	O40
	PCONTCT2	Ped	48-49	P31
- Third Injury	OCONTCT3	Occ	64-65	O47
	PCONTCT3	Ped	57-58	P38
- Fourth Injury	OCONTCT4	Occ	73-74	O54
	PCONTCT4	Ped	66-67	P45
- Fifth Injury	OCONTCT5	Occ	82-83	O61
	PCONTCT5	Ped	75-76	P52
- Sixth Injury	OCONTCT6	Occ	91-92	O68
	PCONTCT6	Ped	84-85	P59
- Lesion				
- First Injury	OLESION1	Occ	43	O30
	PLESION1	Ped	36	P21
- Second Injury	OLESION2	Occ	52	O37
	PLESION2	Ped	45	P28
- Third Injury	OLESION3	Occ	61	O44
	PLESION3	Ped	54	P35
- Fourth Injury	OLESION4	Occ	70	O51
	PLESION4	Ped	63	P42
- Fifth Injury	OLESION5	Occ	79	O58
	PLESION5	Ped	72	P49
- Sixth Injury	OLESION6	Occ	88	O65
	PLESION6	Ped	81	P56
- Source of Data				
- First Injury	ODATSOU1	Occ	48-49	O34
	PDATSOU1	Ped	41-42	P25
- Second Injury	ODATSOU2	Occ	57-58	O41
	PDATSOU2	Ped	50-51	P32
- Third Injury	ODATSOU3	Occ	66-67	O48
	PDATSOU3	Ped	59-60	P39
- Fourth Injury	ODATSOU4	Occ	75-76	O55
	PDATSOU4	Ped	68-69	P46
- Fifth Injury	ODATSOU5	Occ	84-85	O62
	PDATSOU5	Ped	77-78	P53
- Sixth Injury	ODATSOU6	Occ	93-94	O69
	PDATSOU6	Ped	86-87	P60
- System/Organ				
- First Injury	OSYSORG1	Occ	44	O31
	PSYSORG1	Ped	37	P22
- Second Injury	OSYSORG2	Occ	53	O38
	PSYSORG2	Ped	46	P29
- Third Injury	OSYSORG3	Occ	62	O45
	PSYSORG3	Ped	55	P36
- Fourth Injury	OSYSORG4	Occ	71	O52
	PSYSORG4	Ped	64	P43
- Fifth Injury	OSYSORG5	Occ	80	O59
	PSYSORG5	Ped	73	P50
- Sixth Injury	OSYSORG6	Occ	89	O66
	PSYSORG6	Ped	82	P57
Occupant I.S.S. Index Score	ISS_O	Occ	96-97	Derived
Occupant Number	OCC_NO	Occ	12-13	O08
Occupant's Age	OCC_AGE	Occ	15-16	O09
Occupant's Height	OHGT	Occ	13-19	O11

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Occupants, Number of in Vehicle See - OCCUPANT FORMS SUBMITTED				
Occupant's Role (Driver/Passenger)	OCC_ROLE	Occ	23	O13
Occupant's Seat Position	SEAT_POS	Occ	24-25	O14
Occupant's Sex	OSEX	Occ	17	O10
Occupant's Weight	OWGT	Occ	20-22	O12
Odometer Reading	ODOMETER	Veh	86-88	V47
Other Traffic Violation Charged	OTH_VIOL	Drv	32	D21
Outcome, Accident See - ACCIDENT OUTCOME				
PAR Accident Injury/Severity				
- Accident level	POL_SEV	Acc	35	A15
- Occupant level	OINJ_SEV	Occ	95	O70
- Pedestrian/nonmotorist level	PINJ_SEV	Ped	88	P61
Passenger Cars See - AUTOMOBILE, PASSENGER				
Passenger Compartment				
- Integrity	PC_INTEG	Veh	89	V48
- Intrusion, Nature of	PC_INTRU	Veh	90	V49
- Intrusion, Magnitude of	MAG_INTR	Veh	91	V50
See Also - SPECIAL STUDIES				
Passive Restraint Systems See - AUTOMATIC RESTRAINT SYSTEMS				
Pedalcyclists, Number in Accident	PED_CYCL	Acc	109-110	Derived
Pedestrian/nonmtr. Forms, No. Submitted	PEDFORMS	Acc	33-34	A14
Pedestrian/nonmotorist I.S.S.	ISS_P	Ped	93-94	Derived
Pedestrian/nonmotorist Number	PER_NO	Ped	12-13	P07
Pedestrian/nonmotorist Type	PER_TYPE	Ped	15	P08
Pedestrian/nonmotorist's Age	PEL_AGE	Ped	16-17	P09
Pedestrian/nonmotorist's Height	PHGT	Ped	19-20	P11
Pedestrian/nonmotorist's Location	PED_LOC	Ped	26-27	P14
Pedestrian/nonmotorists, Number in Acc.	PEDS	Acc	109-110	Derived
Pedestrian/nonmotorist's Sex	PSEX	Ped	18	P10
Pedestrian/nonmotorist's Weight	PWGT	Ped	21-23	P12
Police Accident Report See - PAR				
Previous Accidents	PREV_ACC	Drv	45	D33
Previous DWI Convictions	PREV_DWI	Drv	43	D31
Previous License Suspension/Revocation	PREV_SUS	Drv	44	D32
Previous Other Harmful Moving Violation Convictions	PREV_OTH	Drv	42	D30
Previous Recorded Accidents	PREV_ACC	Drv	45	D33
Previous Speeding Convictions	PREV_SPD	Drv	41	D29
PSU Inflation Factor	PSUWGT	Acc	76-83	Derived
PSU Number	PSU	Acc	1-2	A01
		Drv	1-2	D01
		Occ	1-2	O01
		Ped	1-2	P01
		Veh	1-2	V01
Record Number	REC_NO	Acc	7	A03
		Drv	7	D03
		Occ	7	O03
		Ped	7	P03
		Veh	7	V03
Reckless Driving Charged to Driver	RD_VIOL	Drv	30	D19
Registration, Vehicle	REGISTRA	Veh	84	V45
Relation of Interviewee				
- to Occupant	OINT_REL	Occ	40	O27
- to Pedestrian	PINT_REL	Ped	33	P18
Relation to Junction	REL_JUNC	Acc	30	A23
Restrictions, License	L_RESTRI	Drv	39	D27
	ADD_REST	Drv	40	D28
Restriction(s) of Roadway at Scene See - RESTRICTION ON RIGHT-OF-WAY				
Restriction(s) on Right-of-Way	ROW_PRI	Acc	64	A38
	ROW_SEC	Acc	65	A39

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Road Class, TA-1	TA_1_CL	Acc	44	A21
Road Surface Type				
- Accident level	PAVE_TYP	Acc	57	A33
- Driver level	D_PAVE_T	Drv	54	D42
Roadway Alignment				
- Accident level	ALIGNMNT	Acc	55	A31
- Driver level	D_ALIGNM	Drv	51	D40
Roadway Function Class	FUNC_CL	Acc	45	A22
Roadway Profile				
- Accident level	GRADE	Acc	56	A32
- Driver level	D_GRADE	Drv	53	D41
Roadway Surface Conditions				
- Accident level	SUR_COND	Acc	58	A34
- Driver level	D_SUR_CO	Drv	55	D43
Role, Most Severe Impact (this vehicle)	IMP_TYPE	Veh	93	V52
Role, Occupant (Driver/Passenger)	OCC_ROLE	Occ	23	O13
Role of Other Party in Most Sev. Impact	OTH_ROLE	Veh	94	V53
Role, Vehicle	VEH_ROLE	Veh	17	V09
Rollover	ROLLOVER	Veh	95	V54
Roof Intrusion				
See - SPECIAL STUDIES				
Safety Problem Bulletin Submitted, Pot.	SAFETY_B	Veh	97	V56
School Bus-Related Accident	SCH_BUS	Acc	48	A24
School Zone, Accident Occurrence in	SCH_ZONE	Acc	61	A36
Seat Position, Occupant's	SEAT_POS	Occ	24-25	O14
Seriously Injured, Number of Persons				
- in Accident	TINJ_SER	Acc	105-106	Derived
- in Vehicle	VINJ_SER	Veh	147-148	Derived
Sex				
- Pedestrian/nonmotorist	PSEX	Ped	18	P10
- Occupant	OSEX	Occ	17	O10
Short Form, Vehicle	SHORT	Acc	100	Derived
Shoulder Presence	SHOULDER	Acc	54	A30
Shoulder Type				
- Left	D_SHOU_L	Drv	50	D38
- Right	D_SHOU_R	Drv	51	D39
Source of Data				
See - OCCUPANT INJURY CLASSIFICATION				
- VEHICLE CARGO WEIGHT				
Special Studies				
- Motorcycle	SS_CYCLE	Acc	67	A41
- Roof Intrusion	SS_ROOF	Acc	66	A40
Special Use of Vehicle This Trip	SPEC_USE	Veh	85	V46
Speed Limit				
- Accident level	SP_LIMIT	Acc	62-63	A37
- Driver level	D_SP_LIM	Drv	58-59	D45
Speeding Convictions, Previous	PREV_SP	Drv	41	D29
Speeding Violation Charged to Driver	SP_VIOL	Drv	28	D17
Suspended License				
See - DRIVING WITH REVOKED/SUSPENDED				
- LICENSE STATUS				
- PREVIOUS SUSPENSION/REVOCAION				
Straight Trucks, Number in Accident	ST_TRUCK	Acc	123-124	Derived
TA-1 Road Class	TA_1_CL	Acc	44	A21
Time of Accident	TIME	Acc	37-40	A17
Total Delta "V" (Highest)	DV_TOTAL	Veh	107-108	V62
Towed Trailing Unit	TOW_VEH	Veh	27	V15
Tow-aways from Accident				
- LTV's	LTVS_TOW	Acc	121-122	Derived
- Passenger cars	CARS_TOW	Acc	115-116	Derived
See Also - MANNER OF LEAVING SCENE				
Tractor-Trailers, Number in Accident	TR_TRACT	Acc	125-126	Derived
Tractor-Dromedary	TRAC_DRO	Veh	30	V18

<u>Subject</u>	<u>SAS Title</u>	<u>Level</u>	<u>Record Layout Column(s)</u>	<u>Data Collection Forms ID</u>
Traffic Controls				
- Accident level	TRA CONT	Acc	59-60	A35
- Driver level	D TRA CO	Drv	56-57	D44
Traffic Violation, Pedestrian	VIOL_CHG	Ped	'89	P62
Trailer				
See - BODY/TRAILER CONFIGURATION				
- TOWED TRAILING UNIT				
- TRACTOR-DROMEDARY				
- TRACTOR-TRAILER				
Travel Lanes, Number of				
- Accident level	LANES	Acc	49	A25
- Driver level	D_LANES	Drv	46	D34
Treatment - Mortality				
- Occupant	OTREATMT	Occ	31	O20
- Pedestrian/nonmotorist	PTREATMT	Ped	28	P15
Trucks, Number Involved in Accident				
- LTV's	LTVS	Acc	119-120	Derived
- Straight Trucks	ST TRUCK	Acc	123-124	Derived
- Tractor-Trailers	TR TRACT	Acc	125-126	Derived
- Total	TRUCKS	Acc	127-128	Derived
Type Carrier/Operation	TYPE_OP	Drv	23	D12
Type Damage Distribution				
- Highest Delta "V"	DISTRIPR	Veh	49	V32
- Secondary	DISTRISE	Veh	63	V41
Type Pedestrian/nonmotorist	PER_TYPE	Ped	15	P08
Type Vehicle				
See - VEHICLE BODY TYPE				
Unknown Violation Charged Against Driver	UNK_VIOL	Drv	33	D22
Vehicle Body Type	BODY TYP	Veh	25-26	V14
Vehicle Cargo Weight	CARGO WT	Veh	102-104	V59
Vehicle Cargo Weight Info, Source of	WT SOURC	Veh	105	V60
Vehicle Curb Weight	CURB WT	Veh	99-101	V58
Vehicle Forms Submitted, Number of	VEHFÖRMS	Acc	31-32	A13
Vehicle Identification Number (VIN)	VIN	Veh	67-76	V44
Vehicle Make	MAKE	Veh	21-22	V12
Vehicle Model	MODEL	Veh	23-24	V13
Vehicle Model Year	MOD YEAR	Veh	19-20	V11
Vehicle Number	VEH_NO	Drv	10-11	D07
		Occ	10-11	O07
		Veh	10-11	V07
Vehicle Registration	REGISTRA	Veh	84	V45
Vehicle Role	VEH ROLE	Veh	17	V09
Vehicle Special Use (this trip)	SPEC USE	Veh	85	V46
Version Number	VERSION	Acc	9	A05
		Drv	9	D05
		Occ	9	O05
		Ped	9	P05
		Veh	9	V05
Vertical/Lateral Location				
- Highest Delta "V"	VERTICPR	Veh	48	V31
- Secondary	VERTICSE	Veh	62	V40
Weather	WEATHER	Acc	42	A19
Working Days Lost Due to Accident				
- Occupant	OWORKDYS	Occ	34-35	O22
- Pedestrian/nonmotorist	PWORKDYS	Ped	31-32	P17
Year of Accident	YEAR	Acc	19-20	A07

APPENDIX F

CDC

APPENDIX F

CDC/TDC

This section gives an overview of the Collision Deformation Classification (C.D.C.) for cars, vans, and light trucks, and the Truck Deformation Classification (T.D.C.) used for heavy trucks, as implemented in the 1981 NASS. The C.D.C. and T.D.C. take the form of a fourteen character code in the following order:

Objected Contacted (2 numeric positions) is explained on the Data Collection forms.

Clock Direction (2-character numeric) is coded as follows:

00	Non-horizontal force	07	7 o'clock
01	1 o'clock	08	8 o'clock
02	2 o'clock	09	9 o'clock
03	3 o'clock	10	10 o'clock
04	4 o'clock	11	11 o'clock
05	5 o'clock	12	12 o'clock
06	6 o'clock	13	Intra-unit force (T.D.C. only)
		99	Unknown

Incremental Value of Shift (2-character numeric), i.e., change in direction of the structure as opposed to crushing of the structure. It is coded as follows:

00	No shift
20	End shift vertical--up; top shift forward
40	End shift vertical--down; top shift rearward
60	End or top shift lateral--right
80	End or top shift lateral--left
99	Unknown

T.D.C. (Vertical - Front, Rear, or Side Impacts)

- A Top of vehicle to bottom of vehicle exclusive of wheels
- H Top of frame to top of vehicle
- T Everything above cab
- G Belt line and above
- E Belt line and below
- M Middle--top of frame to belt line or hood
- L Low--top of frame, frame, and bottom of frame (including undercarriage)
- W Below undercarriage level (Wheel and tires only)
- 9 Unknown

C.D.C. or T.D.C. (Lateral - Top and Undercarriage Impacts)

- D Distributed
- L Left
- C Center
- R Right
- Y Left and Center (L + C)
- Z Right and Center (R + C)
- 9 Unknown

Type of Damage Distribution (1 character alphanumeric) is coded as follows:

- | | |
|----------------------------|---|
| W Wide impact area | E Corner |
| N Narrow impact area | K Conversion in impact type (C.)C.
only) |
| S Sideswipe | U No residual deformation |
| O Rollover (included side) | R Override (T.D.C. only) |
| A Overhanging structure | |
| 9 Unknown | |

Specific Longitudinal or Lateral Location (1 character alphanumeric) is coded as follows:

<u>C.D.C.</u>	<u>T.D.C.</u>
D Distributed--side or end	D Distributed--side or end
L Left--front or rear	L Left--front or rear
C Center--front or rear	C Center--front or rear
R Right--front or rear	R Right--front or rear
F Side front--left or right	F Side front (forward of windshield)
P Side center section--L or R	P Side cab
B Side rear--left or right	W Side rear of cab to rear of tractor
Y Side (F + P) or end (L + C)	K Side (P + W)
Z Side (P + B) or end (C + R)	S Side (F + P + W)
9 Unknown	B Side rear of cab to rear of trailer or cargo area
	T Side trailer (rear of tractor to rear of trailer)
	Y Side (F + P) or end (L + C)
	Z Side (B + P) or end R + C)
	9 Unknown

Specific Vertical or Lateral Location (1 character alphanumeric) is coded as follows:

C.D.C. (Vertical - Front, Rear, or Side Impacts)

- A All
- H Top of frame to top
- E Everything below belt line
- G Belt line and above
- M Middle--top of frame to belt line or hood
- L Frame--top of frame, frame, bottom of frame (including undercarriage)
- W Below undercarriage level (wheel and tires only)
- 9 Unknown

Direction of Force (2-character numeric). Sum of Clock Direction and Incremental Value of Shift if both are known. An unknown value for Direction of force is coded "99".

Deformation Location (1 character alphanumeric) is coded as follows:

C.D.C.
F Front
R Right side
L Left side
B Back (rear)
T Top
U Undercarriage
9 Unknown

T.D.C.
F Front
R Right side
L Left side
B Back of unit with cargo area,
rear of trailer or straight
truck
D Back (rear of tractor)
C Rear of cab
V Front of cargo area
T Top
U Undercarriage
9 Unknown

Deformation Extent Guide (2 character alphanumeric) is coded as follows:

01 One	08 Eight
02 Two	09 Nine
03 Three	0A (T.D.C. only)
04 Four	0B (T.D.C. only)
05 Five	0C (T.D.C. only)
06 Six	0D (T.D.C. only)
07 Seven	99 Unknown

Delta V. Delta-V is defined as the vector velocity change during the collision phase of an accident, or as separation velocity minus approach velocity:

$$DV = V \text{ separation} - V \text{ approach}$$

The direction of the vector is determined primarily by the investigator and is the same as the direction of principal force. For each vehicle, the components of its Delta-V are obtained by projecting on the longitudinal and lateral axes of that vehicle.

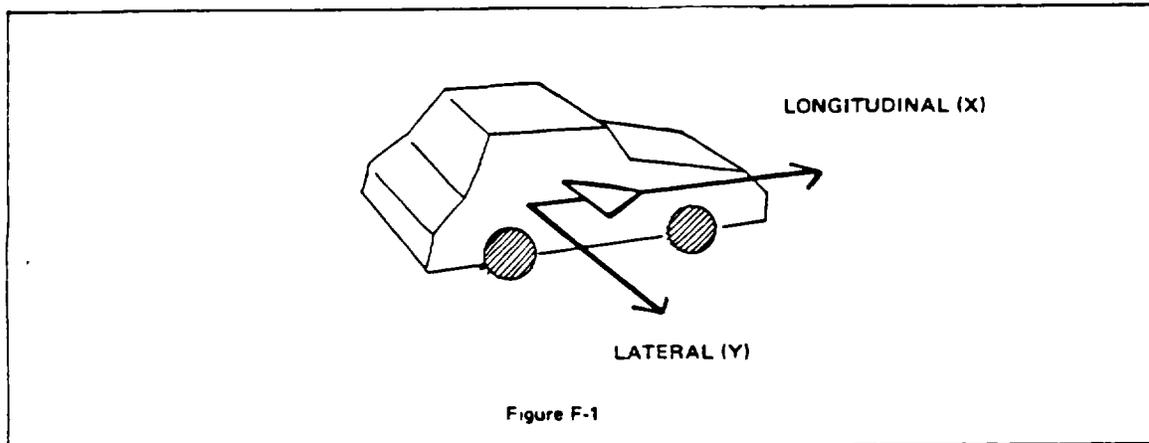


Figure F-1 shows the positive direction of the longitudinal and lateral components of Delta-V. For example, in a head-on collision, a vehicle might well go from having a high positive longitudinal velocity to a lower one; thus would have a negative longitudinal Delta-V.

APPENDIX G

SELECTED COUNTS

APPENDIX G

SELECTED COUNTS

Users of the NASS Analysis File have occasionally requested that Manual include total counts for certain general statistics generated by NASS. These counts are perceived as helping the user determine that he or she accessed the desired NASS tape. Further, such counts help to identify the source of apparent anomalies.

For this edition of the User's Manual, the following counts have been identified as potentially the most useful:

- . Total Number of Accident Records - 5987;
- . Total Number of Pedestrian Records - 519;
- . Total Number of Vehicle Records - 9524;
- . Total Number of Driver Records - 9524;
- . Total Number of Occupant Records - 14389;
- . Total Number of Accident Records With Neither Occupants Nor Pedestrians - 12;
- . Total Number of Accident Records With At Least One Pedestrian but No Occupants - 2;
- . Total Number of Vehicle Records With At Least One Occupant but No Driver (i.e., driver not present in vehicle) - 7;
- . Total Number of Vehicle Records With No Occupant Records - 92.